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THE Fisherman

—THE LONG ISLAND, METROPOLITAN NEW YORK EDITION—

February 14th—20th, 1985
Volume 20, Number 6

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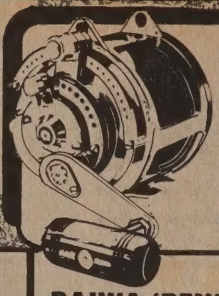

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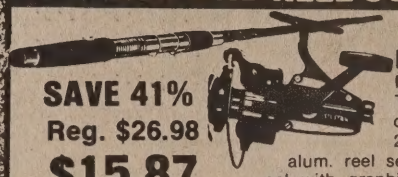

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THE Fisherman

—THE LONG ISLAND. METROPOLITAN NEW YORK EDITION—

Volume 20, Number 6 February 14th, 1985

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ABOUT THE COVER:

The steady dose of cold and snow being dealt the Long Island, Metro area makes this week's cover particularly appealing. The scene is a shallow flat in the British Virgin Islands where Teddy Allison is about to release a typical bonefish. If you're considering a winter get-away, see Dick Mermon's travel piece on page 42. Cover by Dick Mermon.

Publisher: Richard Reina

Assistant to the Publisher: William A. Muller

Editor: Fred Golofaro
Associate Editor: Al Ristori
Contributing Editors: Pete Barrett, Russ Wilson, Tim Coleman
Advertising Manager: Stu Miller
National Adv. Director: Gary Caputi

Director of Design: Richard S. Reina
Assist. Art Director: Carolyn Brewer
Production Manager: John Ciccariello
Production Staff: Virginia Burns, Barbara Hill
Circulation Manager: Steve Kenny

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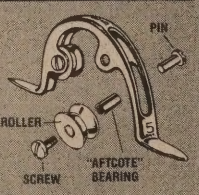

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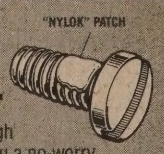

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JONES BEACH POWER SQUADRON OFFERS BOATING COURSE

Jones Beach Power Squadron, a non-profit boating organization, will offer a free sail and power boating course. This course is open to the public. Registration will take place at 7:30PM on Monday, February 25th at the Seaford Junior High School Cafeteria, Washington Avenue, Seaford, Long Island.

You do not have to own a boat to take this 12-week course. Subjects taught are boat handling, seamanship and common emergency procedures, aids to navigation, rules of the road, compass and chart use, running lights and equipment and trailering. Again, registration for this course will take place at 7:30PM on Monday, February 25 at the Seaford Junior High School Cafeteria, Washington Ave., Seaford, Long Island.

HABITAT CONSERVATION: FROM POLICY TO REALITY

November marked the first anniversary of the National Marine Fisheries Service's (NMFS) Habitat Conservation Policy. The adoption of this policy and its implementation during the past year has clearly demonstrated the commitment of the agency, under the direction of Assistant Administrator William Gordon, to the protection and conservation of fish habitat as a critical element of marine fisheries management.

Since the policy went into effect on November 21, 1983, NMFS has expanded its role as advocate of fisheries habitat conservation within the federal government. Regional staff have worked closely on habitat issues with members of the Regional Fishery Management Councils and, where they exist, Council habitat committees. NMFS has encouraged and solicited involvement in its habitat program from commercial and recreational fishermen and, to a lesser extent, the general public.

The successful implementation of the Habitat Policy, however, requires not only a commitment to its objectives but the ability to pursue those objectives. The current Administration in Washington does not share the agency's commitment to habitat, a fact reflected in the substantial funding cuts for NMFS habitat research and conservation programs proposed in every Presidential budget submitted to Congress since 1981. Congress has restored these cuts in previous years, but the preliminary Administration budget for FY1986 calls for the deepest cuts yet. When the habitat program should be expanding, NMFS capabilities remain severely limited and threaten to become more so.

Establishing the relationship between fish and their environment and understanding this inter-relationship is vital in identifying and conserving important fish habitat and in turn maintaining healthy populations of fish. This demands research, thorough and ongoing. The NMFS Habitat Research Program, the only national one of its kind, is deplorably under-funded. The draft FY 1986 NMFS budget reduces the program's operating funds by $4.5 million and cuts $1.5 million from Chesapeake Bay research.

NMFS research produces information on the dependence of marine fish populations on wetlands, inshore waters, coastal and offshore habitat. The knowledge gained from this research assists NMFS in reviewing activties, such as dredging and filling, waste disposal, industrial and residential development, channelization, etc., with potential adverse impacts on critical marine habitat. The NMFS Habitat Policy underscores the importance of this agency responsibility. Through its Habitat Conservation Program, NMFS is involved in the Corps of Engineers permit review process and in the development of environmental impact statements. This program, like research, is inadequately funded and slated for further cuts (-$845,000) in FY1986.

The most serious shortcoming in the NMFS permit review capability is manpower. The Southeast Region alone reviews about 7,000 applications for development projects in coastal and estuarine areas each year. The agency must be able to follow-up the recommendations it makes for habitat protection and mitigation during the permit review process, first to see if the permits issued by the Corps contain the recommendations it provided, and then to see that the applicant complies with the specifications of the permit. The NMFS Environmental Assessment Branch confirms that the present review program is short of the necessary personnel to do these follow-ups or to join the Corps in a joint enforcement effort to ensure permit compliance.

So what can be said after one year under the landmark MNFS Habitat Conservation Policy? First, NMFS is obviously attempting to move from a passive to an active role in fish habitat conservation and from a reactive to a preventive approach to environmental protection. But the tools with which to make this move re still very limited, and as a result the agency is being forced to implement its habitat policy with one hand tied behind its back. The agency's

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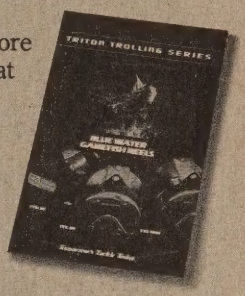

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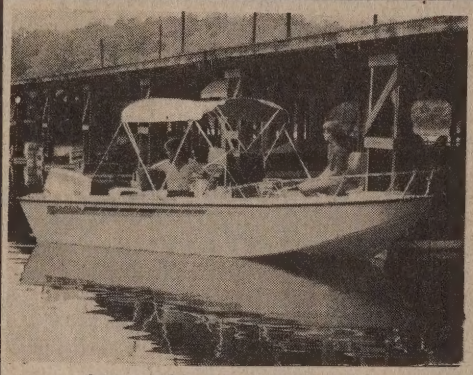

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research and enforcement capabilities must be improved in order for NMFS to lead a strong national program to conserve marine fish and their habitat, as the policy envisions.

BOATING SKILLS & SEAMANSHIP COURSE IN SMITHTOWN

Registration for the safe boating skills and seamanship course which is being offered by Smithtown Flotilla 19-02, U.S. Coast Guard Auxiliary will be held on Monday, February 11th at 8PM in the First Presbyterian Church, Smithtown. Lessons will be held on Monday evenings at 8PM. There is no fee except for the textbook which is available at the time of registration. Upon completion of the course and test, all passing students will receive a certificate.

For further information call 724-4718 after 5PM.

NEW ENGLAND COUNCIL ACTS TO TAME GILL NET USE

The New England Fishery Management Council has been struggling with the management of groundfish stocks for as long as there's been a Council. A key obstacle to protecting groundfish has been the refusal of the Council to confront the problems of gill nets in the fishery: ghost fishing, damage to the stocks, and pre-emption of traditional fishing areas. The NCMC has been raising these concerns since 1978, and finally, the effort has paid off. On October 10, the Council reversed its earlier position and approved a Fishery Management Plan (FMP) for Atlantic Demersal Finfish that addresses, for the first time, several aspects of the gill net issue.

The New England Council has up to now steadfastly ignored the concerns of recreational fishermen regarding unregulated use of gill nets in the northeast, according to NCMC Chairman Hal Lyman. "The Council's emphasis... has been weighted heavily in favor of the economic hardships that might follow if gill nets are controlled in any way. Little or no attention has been paid to destruction of the stocks or to pre-emption of the ocean floor." The NCMC has repeatedly pressed for mandatory marking of gill nets, attendance by operators at all times in selected high recreational use fishing areas, and specific regulations for setting the nets, such as spacing a minimum of 6,000 feet apart.

After failing to agree on net regulations in mid-September, the Council reconvened a month later and approved a modified FMP incorporating some of the NCMC's concerns. The main features of the FMP are raising the minimum net mesh size from 5½ to 6 inches to increase juvenile escapement; mandatory identification marking of all nets; and a requirement that nets be tended at all times in three areas where the nets have seriously conflicted with party, charter and private recreational fishing boats. (The NCMC, however, argued against defining specific areas, since areas of "high recrea-

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tional activity will vary somewhat from season to season.)

The gill net restrictions in the new groundfish FMP, if and when they are approved by the Secretary of Commerce, will probably not be implemented before late spring or summer 1985—a result of the Council's prolonged inaction. Nevertheless, important precedent has been established. As one Council member who worked with the Coalition to get action on nets sums it up, "We have set the pattern, and from now on we can refine it." Not just in the northeast groundfish fishery, but wherever gill nets are causing similar problems.

MORICHES ANGLERS TO SPONSOR BIG-EYE SEMINAR
BY TRED BARTA

On the evening of Wednesday, March 13, at 8:30PM, Long Island's own Tred Barta will give a free two hour seminar followed by a question and answer period on the How's and Where's of catching Big-Eye Tuna in the canyons south of Long Island. Don't miss this exciting and colorful speaker as he tells his own personal tale of spending approximately $1,000,000—to learn, pursue and capture these exotic tunas! This will be given at the Center Moriches Firehouse, Main Street, 2nd floor meeting room, starting promptly at 8:30PM.

All are invited to attend. Please call Tom Montalbano at 281-0235 to let us know if you have a large group or club attending.

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Registration is on Wednesday, February 27th, 7:30PM at Lindenhurst Junior High School, South Wellwood Ave., Lindenhurst, NY.

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All Fenwick rods for 1985 are listed in the new Fenwick/Woodstream catalog that's more than just a list of lengths and other specifications. By reading why and how certain rods are designed and developed, the angler will, after studying the catalog, have a much better insight in deciding which models to consider. Fenwick fishing rods are not just built, they're engineered for specific purposes.

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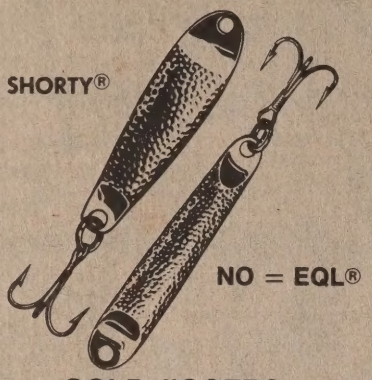

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INTERSTATE COMMISSION PONDERS MORE STRIPER REGS

The Striped Bass Management Board of the Atlantic States Marine Fisheries Commission, meeting in Washington, D.C. on December 10, admitted that a 55 percent coastwise reduction in striper fishing, as called for in its current Interstate Plan, is not enough, and recommended a number of new measures to preserve the rapidly disappearing fish. The Board stopped far short of endorsing the State of Maryland's call for a total moratorium, but agreed that more needed to be done, particularly to protect the young bass in Chesapeake Bay that will soon enter the spawning stock and thus constitute the future of the species.

Maryland, since declaring striped bass a "threatened species" in September and closing its own fishery effective January 1, has been busy lobbying other ASMFC member states to extend their moratorium the length of the Atlantic Coast. A special effort has been made to influence the State of Virginia and the Potomac River Fisheries Commission, who share with Maryland management authority in Chesapeake Bay and its tributaries, to cooperate in a baywide closure. A moratorium in the bay, Maryland biologists say, would give the remaining small stripers a chance to survive and leave the bay to mature in coastal waters.

"We need, at the minimum, a moratorium on Chesapeake Bay waters so we can get the only relatively abundant year class available, the 1982s, out to sea," says Brady Bounds, president of the Mid-Atlantic Sportfishing Council, a coalition of bay area organizations supporting Maryland's push for a moratorium. "and these fish will need a change in the minimum length while at sea from 24 inches to 28 inches to allow them to return and spawn."

The ASMFC Striped Bass Board didn't give Maryland everything it wanted. "We didn't get the whole loaf, we got half a loaf," says one disappointed state official. The Board did, however, recommend closing the Potomac River to striper fishing to reduce mortality on the 1982 year class, the only halfway decent spawn in recent memory, "to zero or the maximum extent possible." Increasing the minimum size limit to 28 inches in coastal waters by 1987 is also suggested, and adjoining states are instructed to cooperate fully in helping Maryland enforce its moratorium, specifically in preventing fish caught in Maryland waters from being landed and/or sold out of state. The Board also called for a Delaware Bay restoration effort based on stocking and conservation measures to rejuvenate that bay's spawning population.

The Board's recommendations must be approved by the full Commission before becoming a part of the Interstate Plan. A meeting of the ASMFC had not been scheduled at press time, but an emergency session should be convened in the near future. Management Board recommendations are almost always endorsed by the full membership.

The Interstate Commission is not the only scene of action on striped bass of late. The three Atlantic Fishery Management Councils are in the process of developing management measures for fishing outside state waters in the federal Fisheries Conservation Zone (FCZ). The Mid-Atlantic Counci is taking the lead in preparing a plan which will complement the Interstate Plan and achieve management of the migratory species throughout its entire range.

The following measures have been proposed by the Mid-Atlantic Council and are currently under consideration by the New England and South Atlantic bodies: a minimum size limit of either 22 or 24 inches fork length; a maximum size of 40 inches total length, with one fish per person per trip allowed over 40 inches; and a closure in the FCZ from October 1 to May 31 to protect the winter migratory stocks. These measures would remain in force until the Chesapeake Bay young-of-the-year index attains a three year average of 8.0, indicating a sustained improvement in spawning production.

"STREN" CLASS LINE BUY EARNS FREE FISHING TOWEL

Fishing is one of the most popular leisure activities in America, but even the most avid anglers admit that it can be messy. DuPont, maker of best-selling "Stren" fishing line, has an answer: a handy fishing towel free with the purchase of one 250 yard spool of new "Stren" Class Line between Feb. 21 and March 16, 1985.

The 11 inch by 17 inch bright yellow towel is made of thick, double-loop terry cloth. It sports the famous "Stren" logo and features a metal grommet and heavy-duty clip for easy attachment to belt or tackle box. The towel has an approximate retail value of $4.

New "Stren" Class Line is an aqua fluorescent monofilament designed and engineered specifically for record fishing. Unlike other "record" lines, Stren class line is manufactured in accordance with the line class specifications of the International Game Fish Association. Choosing the right size of Stren class line is as simple as looking at the kilogram or pound test rating on the box. There's no need to consult a reference chart.

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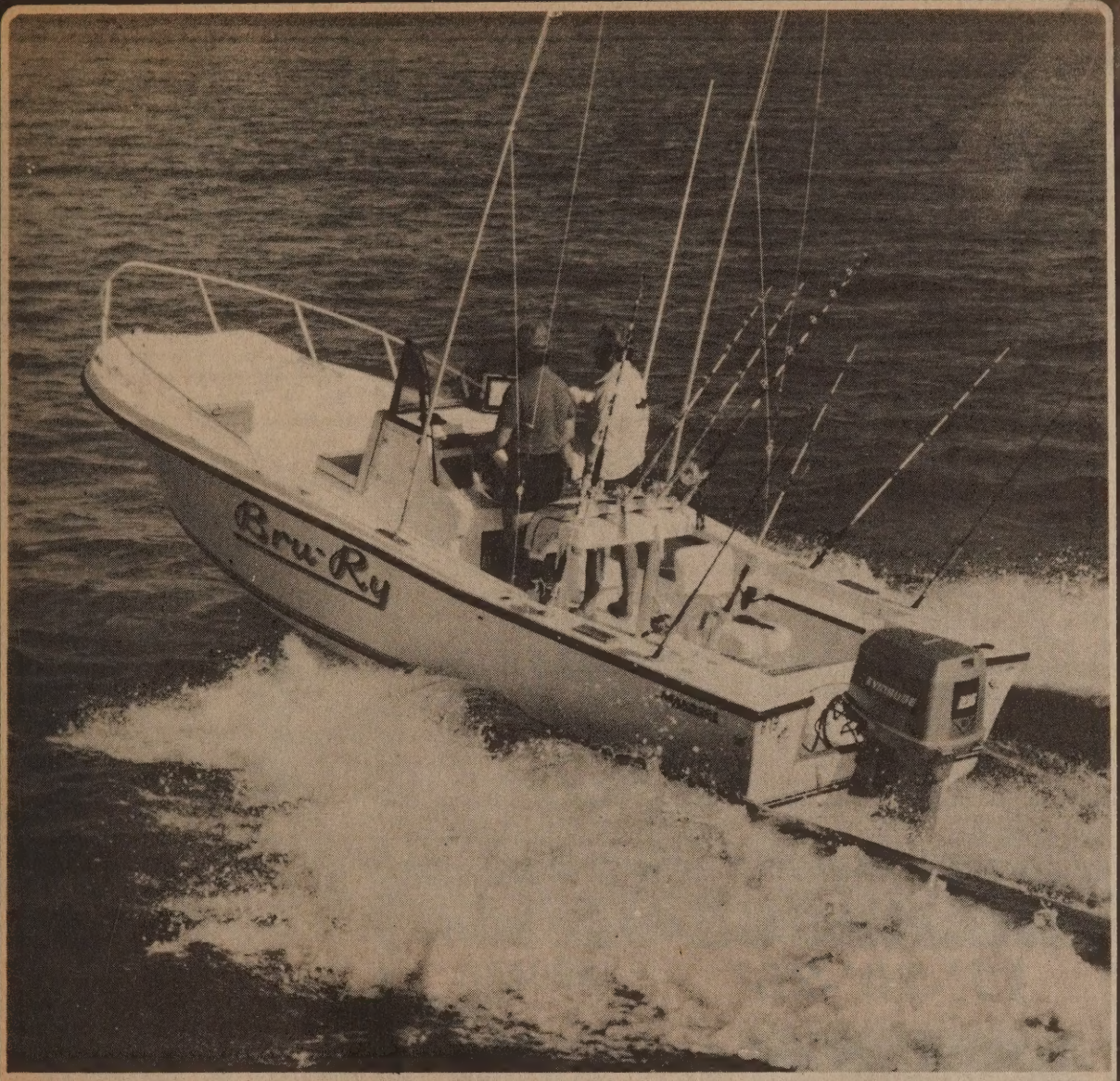
Details on the free fishing towel are available from any DuPont "Stren"



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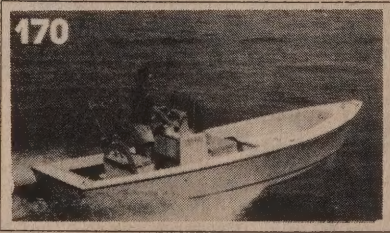

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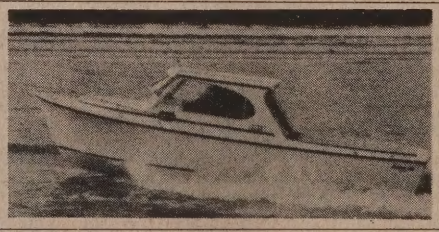

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FLOTILLA 13-3 CONDUCTING BOATING COURSES

A 10-week course is being given by the U.S. Coast Guard Auxiliary. The course includes rules of the road, charts and compass, weather, radio telephone, marlinspike, seamanship, boat handling and marine engines.

In Island Park, registration is Wednesday, February 27, from 6PM to 9PM at the Lincoln Oren Junior High School. Classes start on Monday, March 11th.

In Long Beach, registration is Monday and Wednesday, March 4 and 6 from 8-10PM at the LB Middle School in Lido Beach. Classes start Tuesday, March 12th.

Saturday morning classes for the same course will be held at the Allard K. Lowenstein Library at 111 W. Park Avenue. Registration is Saturday, March 9 from 10AM to Noon. The first class will be Saturday, March 16th at 10AM.

At Island Park only, a Young People's boating course of 4 sessions will be given. Registration is Wednesday, February 27th. Classes start Monday, March 11th.

There is no charge for the courses. For further information, call Julie Sanchez, (516) 889-7016.

SURFSIDE 3 TUNA CLUB SETS SHARK TOURNEY DATE

The Surfside 3 Tuna Club will hold its Annual Shark Tournament on July 13, 1985. Ten Thousand Dollars in cash and prizes for any of the following species of shark caught over 125 pounds will be awarded:

$1,500 for the largest tiger shark, mako, blue, brown/dusky, with $400 awarded for the second largest of each. Entry fee will be $150 per boat (minimum boat length 21').

Boats that enter before May 1st will be eligible for a free drawing on a Penn International 80 reel. Also, there will be a drawing at dockside for a Penn International 80 reel with custom rod, $1 per ticket. All are invited.

For information and applications, write to: Pete Sindone, 1053 Martinstein Ave., Bay Shore, NY 11706; or call (516) 667-4057 after 5PM.

GUINNESS GIVES THUMBS UP TO ROMEO RECORD

Congratulations are in order for 26-year-old Dave Romeo who shocked the fishing world this summer by catching an incredible 3001 largemouth bass. The Long Island native will be listed in the 1985 edition of the Guinness Sports Record Book due out next April. Romeo, whose record has received the attention and respect of fishing enthusiasts nationwide views this acknowledgement as "the icing on the cake." Joining Guinness in congratulating Mr. Romeo for his achievement is the Town of Brookhaven which is currently erecting a plaque at Kahler's Pond to commem-

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orate this world record.

Dave, who fished a total of 77 days to achieve the feat, will present an exhibition to be featured at libraries and universities throughout New York State. This exhibit will include pictures, tackle, lures and other items associated with this record—including a mount of the largest bass taken by Dave this season.

LEARN TO SKIPPER A BOAT WITH CONFIDENCE

The Neptune Power Squadron's free 10 week public Boating Course is the best way to learn the basics of safe boating. Take it whether you own a sail or power boat, are thinking of buying one, or just enjoy boating with friends.

The course is offered as a public service to adults and young boaters (ages 10-15). It includes regulations, equipment, safe operation, charts, navigation aids, trailering and piloting. A certificate is given to all who pass the final examination at the end of the course. The certificate is required by young boaters to operate a boat.

Registration is on the first nights of class: February 26, 8PM, Room L-111 at Northport High School, Elwood Road, East Northport or March 13, 8PM at Half Hollow Hills High School, Vanderbilt Parkway, Dix Hills.

"THE SHORE CATCH" AVAILABLE FROM ASBURY PARK PRESS

The Asbury Park Press has re-published The Shore Catch, a 124-page comprehensive book on fishes of the Northeast Coast. The book is retailing for $5.95.

The Shore Catch provides detailed information on fishing for game, table fish and bait.

Written by The Press' Outdoor Editor, John Geiser, The Shore Catch highlights 76 saltwater species. Each fish is fully described and illustrated. Information includes what tackle is appropriate, how to select rigs and tie them, how best to catch each fish, when the fish is expected to appear and disappear in the area, some of the background of the recreational and commercial fisheries for the species and the latest techniques in trolling, jigging, live-lining, chumming, surf angling, bottom fishing and pier fishing.

Included in the book is a section on rigs, describing what is needed and how to tie rigs for some of the most popular species.

There is also a comprehensive list of recipes for the edible species. It is a collection of recipes from some of the finest seafood kitchens in the Northeast.

The Shore Catch is an expanded and completely revised version of a book that sold out in two earlier printings.

Assistant to the Editor W. Raymond Ollwerther coordinated the editing and production of the book.

Here's Quality and Performance for Atlantic Coast Fishermen.

Since its introduction in 1980, the Fenwick® Pacificstik® has become the standard by which West and Gulf Coast anglers measure the performance of their saltwater rods. That level of quality and performance is now available to the East Coast angler with the introduction of the Atlanticstik™ Series including one- and two-piece spinning rods, a wireline and jig rod and a surf rod.

Each Atlanticstik in the eight-model series is built from Fenglass® which has the best strength/weight ratio of any single rod building material. Rod tips have the sensitivity that Fenwick is famous for, combined with all the pumping power you'll need to handle the biggest saltwater fighters. Hook setting is a snap with the ultra-fast response of these rugged rods and fighting a big one is easier with the leverage provided by the long Hand Hugger non-slip grips.

To accompany these great new saltwater stiks, there are the new Fenwick® 6.2 and 1095 "big water" boxes designed specifically to handle saltwater tackle. The 6.2 has 17 compartments in two extra-deep trays. The 1095 has 16 compartments, some with movable dividers, allowing you to arrange the compartments to meet your particular needs. Deep-well storage in the bottom provides additional space for reels and other gear.

Both of these rugged boxes are equipped with Zerust®, Woodstream's exclusive rust and corrosion-inhibiting system to help protect your gear against the ravages of salt air and water. Stainless steel hinge pins and big rugged latches keep lids tightly in place and boxes can be locked to safeguard valuable tackle.

Quality and performance. When your saltwater tackle has the Fenwick Eagle on it, you get both. No wonder it's a *Sign of a Good Fisherman.*

Send $1.00 today for a copy of our rod catalog to Fenwick/Woodstream, 14799 Chestnut Street, Westminster, CA 92683. For our tackle box catalog, write Molded Products Division, Woodstream Corporation, Lititz, PA 17543.

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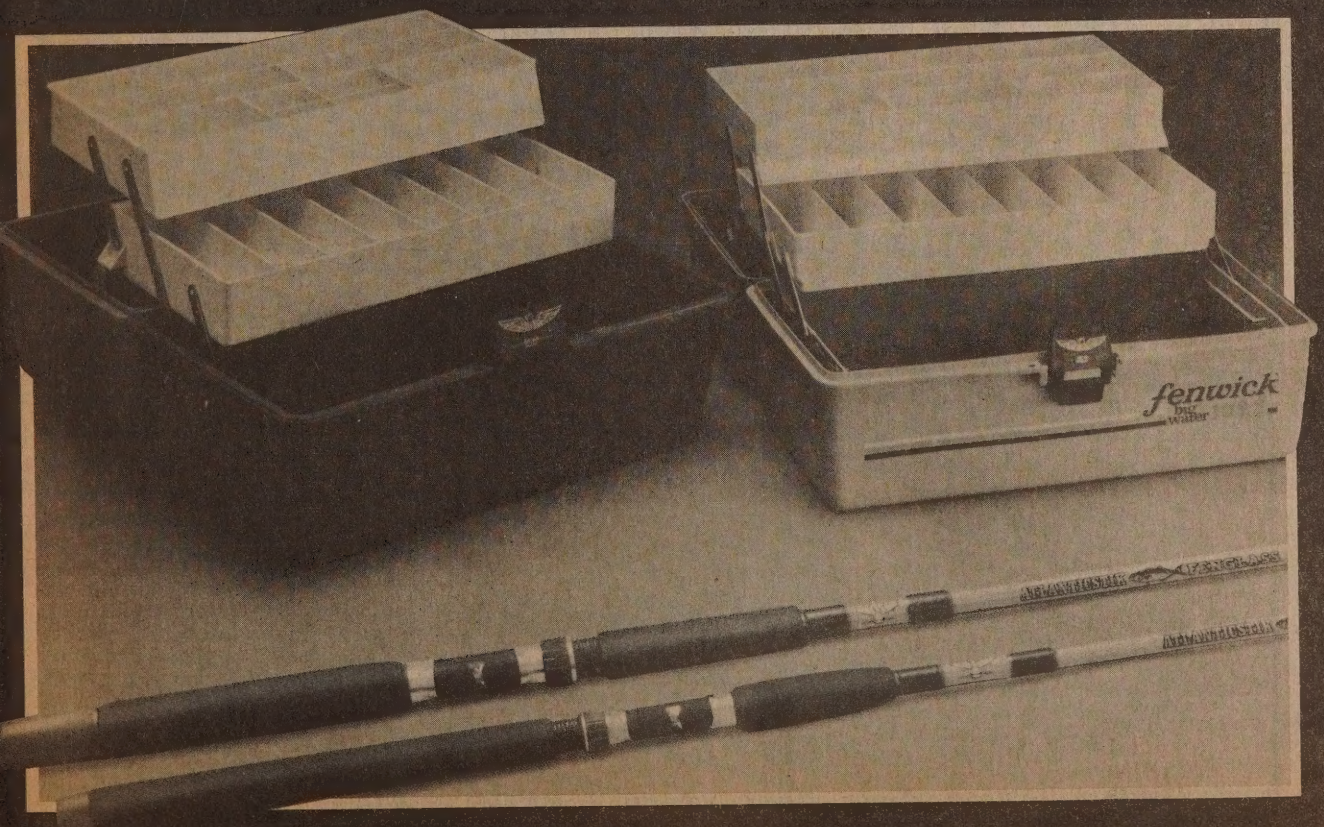

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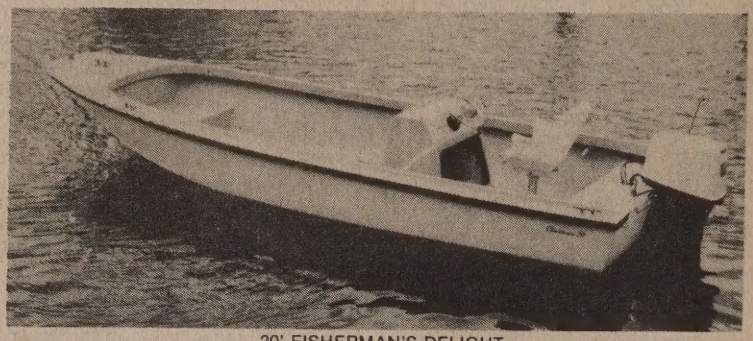

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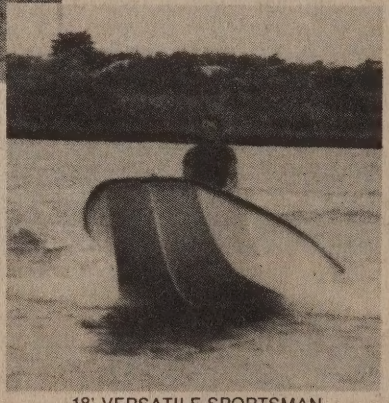

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Graphics Editor John Van Pelt designed The Shore Catch and its cover. The Press' Editorial Art department produced the book's drawings and diagrams.

For more information about The Shore Catch and how to purchase it, contact: Carol Gorgonne, Public Relations, Asbury Park Press, Press Plaza, Asbury Park, NJ 07712.

WINTER SPORTSMEN SHOULD BEWARE OF HYPOTHERMIA

With winter upon us, hunters and fishermen should be aware of the dangers of hypothermia. Hunters, fishermen and late-season boaters bundled in heavy outdoor clothing risk falling overboard from small boats and are the prime victims of hypothermia.

Hypothermia is a medical condition in which the body loses heat faster than it can be replaced. As a result, there is a dangerous drop in "core" or internal body temperature. This imbalance results from prolonged exposure to low temperatures. It is possible to develop hypothermia from sitting in a boat or on a dock, but most cases are the result of an accidental plunge into cold water. There the body loses vital heat 30 times faster than in air of the same temperature. Thus, survival time in water is reduced drastically.

When a person is in cold water, the skin and nearby tissue cool very quickly. Yet the body loses the greatest amount of heat in the areas of the groin, armpits, neck and head. As soon as the core temperature drops below 98.6 degrees farenheit, the person is considered hypothermic. When it drops to 95 degrees, a violent shivering will develop. At 90 degrees, mental faculties will cloud. Below 86 degrees, muscular rigidity, loss of consciousness, diminished respiration and possible heart failure will occur. When the internal temperature reaches 80 degrees, respiration becomes undetectable and death imminent. If a person does not die because of heart failure, he will most likely drown due to the loss of use of his arms and legs.

Boaters can protect themselves from the lethal effects of hypothermia by taking a few safety precautions. Most importantly, a life jacket should be worn at all times. This increases survival time in cold water. Life expectancy in 30 to 40 degree water is approximately 15 minutes when wearing one, even less without. Each life jacket should be equipped with a whistle and a strobe light. Flares, smoke dye and signal mirrors are other options which reduce rescue time. A boater who has fallen into the water should not thrash around. Even without a life jacket, heavy clothing will hold a certain amount of warm air which provides flotation and protection, and chances of survival will improve if clothing is not removed—even waders or other high boots. The boater should also try to keep his lungs filled with air to maintain

buoyancy and float as high as possible. If there are several people in the water, huddling close, side by side in a circle, will also help preserve body heat and makes a larger target for rescuers to locate.

The following are some tips for rescuers: Treat hypothermia victims gently. Move them to shelter and warmth as soon as possible, but do not rewarm them too rapidly or other complications may arise. Make sure the victims have open airways and are able to breathe freely. Check respiration and pulse. Respiration may be slow and shallow and the pulse may be weak, so check the vital signs carefully. If no pulse or respiration are evident, initiate CPR. It is more important to warm the trunk of the body rather than the extremities. Place hot packs on the major heat loss areas. Never give the hypothermia victim alcohol. In addition, never rub frozen body parts. Have a doctor check all victims.

Since most accidents are drowning due to hypothermia, it is important to remember some basic things: never stand up in a small boat, especially when shooting at prey or landing a fish. Never overload the boat or distribute the load unevenly. Be careful when sharing a boat with a large dog. Quick moves by heavy dogs have overturned many hunters' boats. Never decelerate suddenly allowing the stern wake to overtake and swamp the boat by washing over the transom. Never drink alcoholic beverages while operating a boat. It only increases the chance of accident by dulling one's senses. It also increases the likelihood of hypothermia even before contact with cold water.

YOUNG BOATERS COURSE IN SYOSSET

The U.S. Coast Guard Auxiliary, Flotilla 12-3, will conduct a New York State Young Boat Operators course on Wednesday, March 20, 7:30PM (four lessons) at Syosset Public Library.

The course will serve as an introduction to seamanship, navigation rules, use of charts and safety on the waterways. For further information call Flotilla Commander William Vincent at 676-3448 or Public Education officer, Herbert Levy at 681-3936.

YAMAHA OUTBOARDS ANNOUNCES TWO-YEAR LIMITED WARRANTY

With high confidence in its marine products, Yamaha Motor Corporation USA has announced it is standing behind its Yamaha Outboards with a two-year limited warranty.

The warranty announcement went into effect August 1, 1984, and applies to all Yamaha Outboards sold after that date.

The two-year program covers all major components on outboards used in pleasure or recreational use.

"Since introducing our products to the United States market one year ago, we have received a fantastic reception by the boating public," said Yamaha Outboards' Vice President and Division Manager Ham Hamberger. "And during that time our outboards have shown their reliability, as they have for the past 25 years, in 140 different countries worldwide. That's why we are offering this new warranty."

ACID RAIN SOLUTION?

Biologists at the Woods Hole Oceanographic Institution in Massachusetts have discovered that bacteria found in the depths around hot water vents apparently can convert hydrogen sulfide and carbon dioxide into organic matter and harmless sulfate. Since hydrogen sulfide is a major component of acid rain, they are hopeful that the bacteria can be used to buffer acid rain's effects. Experimentation has a long way to go, but the outlook is hopeful.

MERCURY FALLS

New rulings by the U.S. Food and Drug Administration (FDA) change the danger level of mercury found in fish flesh drastically. Instead of basing the amount allowed in fish taken for human consumption on total mercury, which is only mildly toxic, new criteria will be based upon the amount of methyl mercury, which is highly toxic.

This long overdue move by the FDA will allow only one part per million

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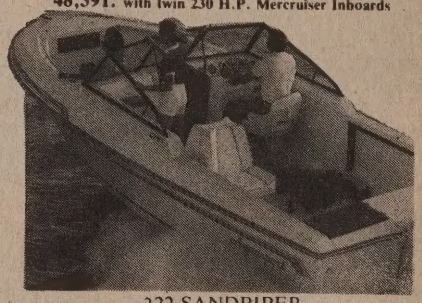
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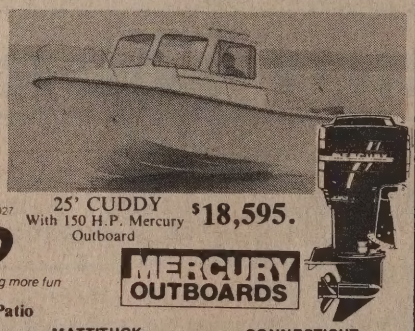
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(ppm) of methyl mercury in fish flesh, but will permit ten ppm levels of inorganic mercury. When the levels of mercury found in swordfish were set by the FDA years ago, SWS noted that the regulation was absurd. The commercial swordfish industry suffered, smuggling was encouraged, and some states refused to comply with the ruling because methyl mercury was the guilty party. Several other fisheries were closed because of the mercury scare. Now at last regulations are realistic.

MARINE ELECTRONICS GUIDE AVAILABLE

"The Guide to Marine Electronics" has been published by the National Marine Electronics Association as a reference tool for mariners in buying and using marine electronic equipment. It contains explanations of marine electronic systems, how they work and how to use them to best advantage. To order a copy write the NMEA, P.O. Box 57, Oronoco, MN 55960.

SOUTHOLD FISHING CLUB ELECTS NEW OFFICERS FOR '85

The Southold Fishing Club has elected the following officers for 1985 as follows:

President: Chester Jankowski; Vice President: Harold Schwerdt; Secretary: James Castagna; Treasurer: Thomas Sheridan; and Awards Chairman: Art Zielinski.

The officers and members of the S.F.C. extend to all other fishing clubs and their members, as well as unattached fishermen, a pleasant and successful 1985 season.

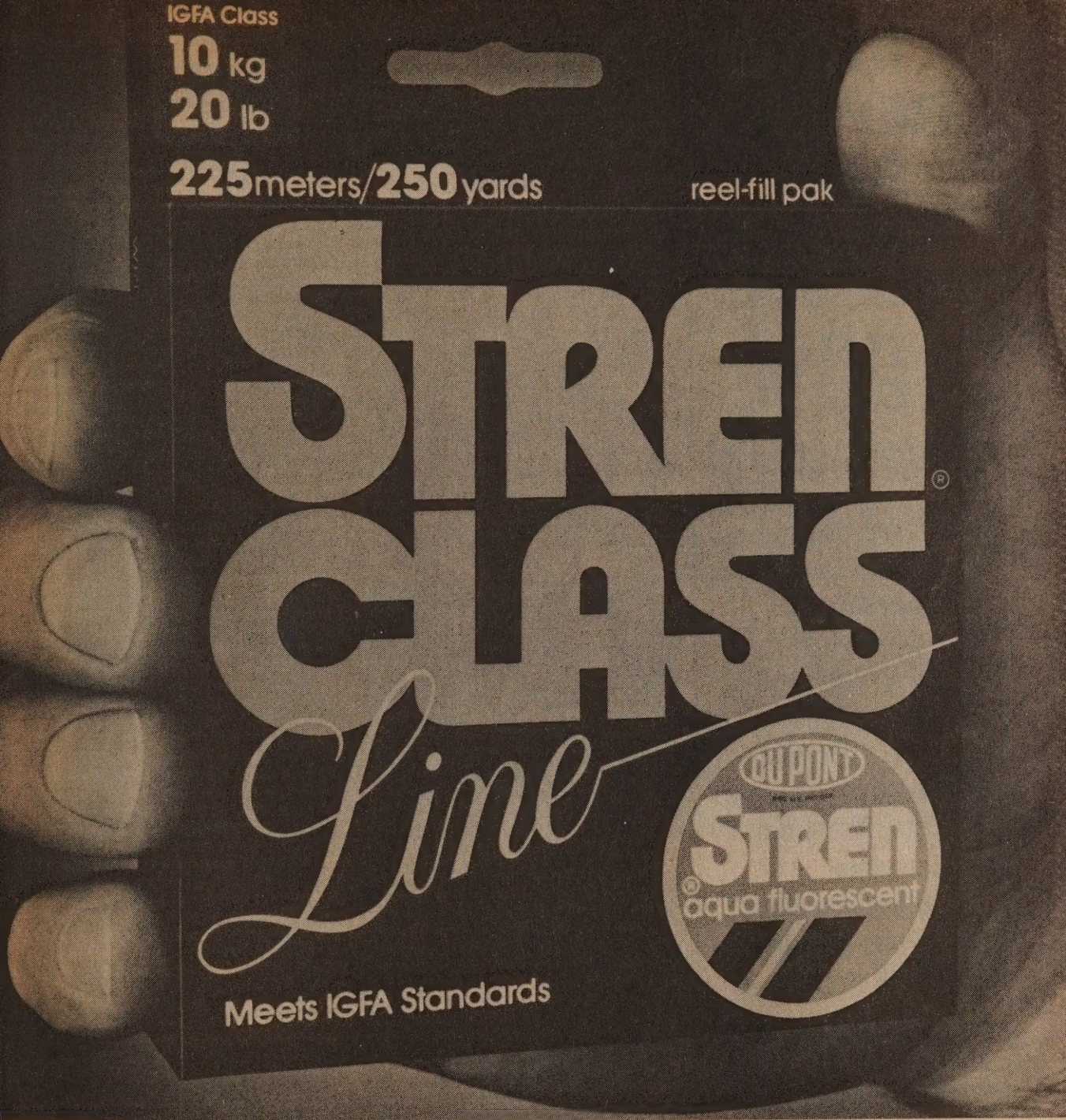
FLY FISHING FOR TROUT FROM SCIENTIFIC ANGLERS/3M

The 1985 edition of the popular publication, *Fly Fishing for Trout*, jam-packed with vital information for the enthusiastic fly fishing angler, is now available from Scientific Anglers/3M.

Eighty pages and 8½"x11" in size, Fly Fishing for Trout features 18 easy to read articles, many by big name fly fishermen, along with fishing technique stories clearly illustrated with step-by-step line drawings and full-color photography throughout.

Among titles and authors are "Fishing Beaver Ponds," by John Gierach; "25 Tips for Trouters," by Lefty Kreh; "The System Approach," by Gary Borger; "Oversize Bugs for Big Trout," by Bob Stearns; "Reading the Water," by Harry Murray and "Fishing Intermediate Lines," by Paul Brunn.

Fly Fishing for Trout is available for $2.75 at many tackle dealers and sporting goods stores coast-to-coast. It also can be ordered by sending $2.75 check (includes postage and handling) to: Scientific Anglers/3M, Leisure Time Products/3M, Department LTP84-7A, P.O. Box 33600, 3M Center, St. Paul, MN 55133-3600. Allow four to six weeks for delivery.



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NEW STREN® CLASS LINE FOR LANDING RECORD FISH.

You won't break records with brute strength.

That's why you need new Stren Class Line. Du Pont laser technology means line strength that meets IGFA standards. Precisely. Consistently. And no one else has it.

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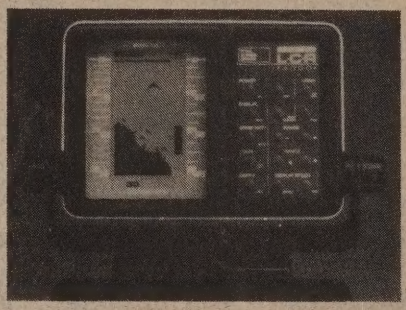
NEW PRODUCTS

MEPPS "HOT" FLUORESCENT RED LUSOX

Now, the Mepps Lusox (Lew-Sox) weight forward spinner comes in a hot fluorescent red. This Lusox has a gold blade and both the sinker head and blade decal are "hot" red. On dressed treble models, the tail is tied in hot red and black hackle. This "hot" red Lusox joins another bright color in the *Lusox* series, chartreuse green.

All Lusox colors are avialable in four sizes: size 0—1/4 oz., size 1—3/8 oz., size 2—5/8 oz., and the giant size 4—1½ oz. All sizes come in plain single hook, plain or hackle dressed treble. Size 4 is also available with bucktail dressing. For complete Mepps information, write: T. Layton "Shep" Shepherd, Sheldons', Inc., Box 508, Antigo, WI 54409-0508.



HUMMINBIRD INTRODUCES THE LCR 4000

The top of the line that bridges the gap between flashers and chart recorders—this is the incredible new LCR 4000. It's undoubtedly the most intelligent depth sounder ever created! The LCR 4000 uses the most advanced microcomputer technology in existence to offer anglers *the ultimate* in marine electronics. Because of a 32,000-bit memory built into the unit, the LCR 4000 is capable of a *Total Screen Update*—the whole screen changes immediately at any time a function is changed. Go from the 30-foot scale to the 60-foot scale, and get a Total Screen Update. Zoom in for a closer look, and get a Total Screen Update. Plus, you can change the functions manually, or let the microcomputer do it for you. Now, that's intelligence!

Some of the features of the LCR 4000 are:

Four depth ranges (0-15', 0-30', 0-60' and 0-120'); 800 watts of peak to peak power; zoom feature to expand the readings; Total Screen Update to receive new information immediately; memory with 32,000 bit capability, storing information from 0-120' down and 2 screens across; automatic or manual sensitivity control; stop action to freeze the display; reverse action to "scroll" back for a second look; variable sweep speed control; and 1½" targe separation in zoom mode, 3" in regular mode.

And like all LCR models, the LCR 4000 has a liquid crystal display, is completely waterproof, features STC (Sensitivity Time Control) and digital noise filter, provides accurate readings at over 75 mph, and comes with a swivel mount. It's the most advanced, most intelligent depth sounder ever created—the creation of a new generation: Humminbird's LCR 4000!

For more info, contact Techsonic Industries, One Humminbird Lane, Eufaula, AL 36027.

SUZUKI'S DT 140 AND DT 115 OUTBOARD MOTORS GIVE HIGH-TORQUE PERFORMANCE

Suzuki's top-of-the-line DT 140 and DT 115 outboard motors have added a new tuned exhaust for 1985, giving them more mid-range and low-end torque, and hence more pulling power, than previous models.

Both engines are in-line four-cylinder models with 108.2 cubic inches (1773 cubic centimeters) of displacement, the largest in their class.

The DT-140 and the DT 115 both feature oil injection, pioneered by Suzuki. The Suzuki lubrication system functions on a direct mechanical drive system that injects oil into the intake manifold simultaneous to throttle changes, eliminating lag time and ensuring proper oil-to-gas ratios regardless of engine speed. The oil-injection system reduces spark plug fouling, combustion chamber deposits, ring sticking and visible smoke by automatically adjusting the amount of oil given the engine to match its load and rpm. The oil pump is controlled automatically by the throttle, whose quick response is provided by high-volume reed valves and precision Mikuni carburetors.

Other standard features include electric starting, an over-rev limiter, Suzuki's PEI electronic ignition system, the loop charge fuel-induction system used on all Suzuki outboard motors, power trim and tilt and trim gauge.

Noise-reduction features on the DT 140 and DT 115 include a special water blanket that insulates the exhaust and hushes engine sounds. An engine shear-mount system, spiral bevel gears and a foam-filled motor hood are also standard noise reduction features.

Each model is available in either a 20 inch length or an ultralong 25 inch shaft. The 20 inch model weighs 363 pounds; the longer shaft version is slightly heavier.

The DT 140 and DT 115 are avail-

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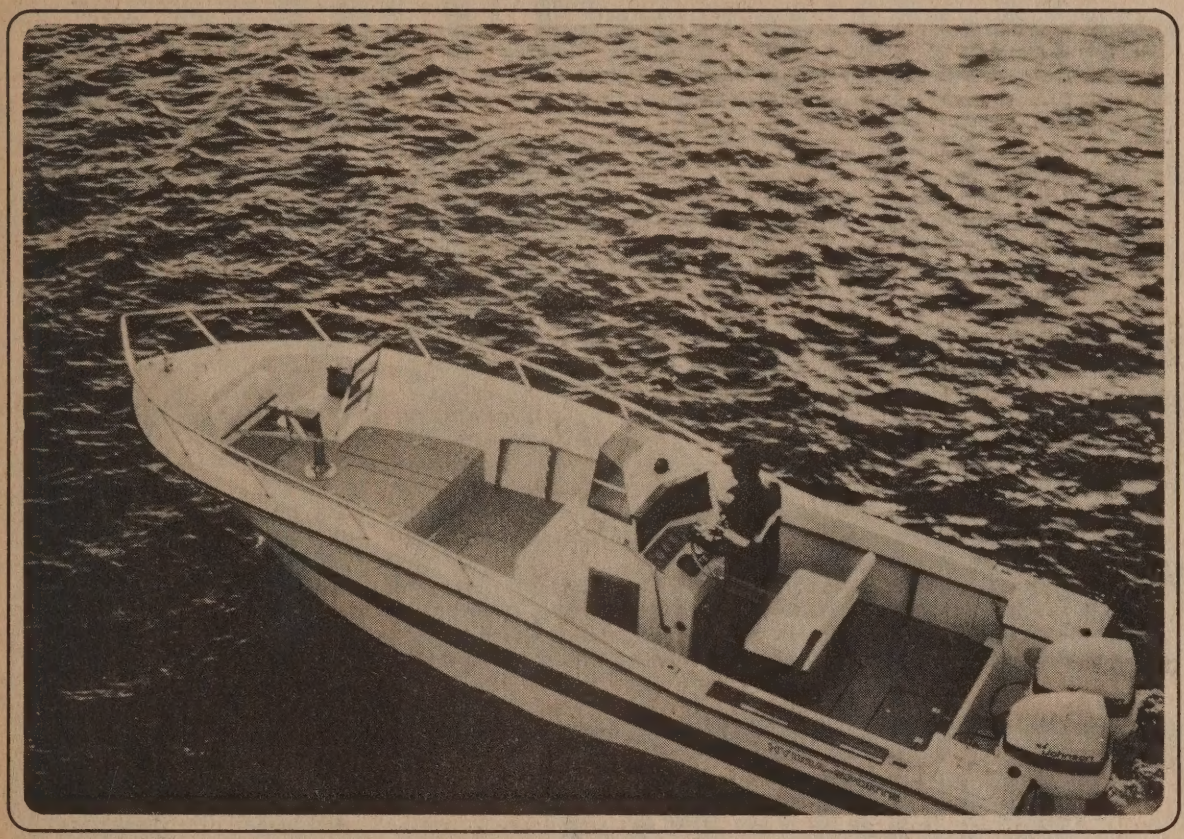

You can't always pick ideal weather to fish in, but you can pick a fishing boat that makes bad weather less of a hardship. The fast, tough, dry-running Hydra-Sports fleet of center consoles and cuddy cabins is the recognized leader in taming rough seas. Your Hydra-Sports dealer will be happy to show you the complete line—from 18 to 25 feet, or write to Hydra-Sports, Incorporated for a free 1985 brochure.

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Deeper and larger stern fish boxes, large in-deck live well, drop down transom door, bigger battery boxes. New easy-access standard fuel filter compartment, unique rod lockable lockers, large forward area and special huge storage under liftable console. This area will hold all your tackle boxes, gear, and a big Igloo cooler. It also offers ease of rigging and installing your electronics. 122 gallon fuel tank is standard. Built-in, strong aluminum windshield hand rail. Large bow anchor locker. Rated for 250 hp, BIA approved. Self bailing and foam flotation throughout.

New console designed for the large depth recorders and to protect your instrumentation. We even have extra rod storage under the forward deck. This new Mako must be seen to be appreciated.

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able from a nationwide network of Suzuki outboard motor dealers.

The Outboard Div. of U.S. Suzuki Motor Corporation introduced oil injection to the American marine industry in 1980 and distributes 15 models ranging from 2 to 140 hp throughout the United States. Suzuki outboards are noted for exceptional durability and feature loop charge fuel induction and electronic ignition.

NEW CONOLON RODS OFFER GRAPHITE

ABU-Garcia has reintroduced its popular Conolon rods in 1985 with a graphite version.

Conolon graphite rods feature a totally balanced precision taper and High-Modulus Graphite for extra sensitivity plus greater strength. They deliver a more uniform flex and smooth casting power from butt to tip.

The rods, offered in three actions for casting and three for spinning, boast Hardloy guides that reduce line friction and grooving. The casting rods have the popular Fuji reel seat and handle with a diamond pistol grip for maximum strength and minimum weight; spinning rods offer cork grips. The graphite ferrules allow a one-piece feel on two-piece rods.

The lightweight casting rods come in a medium-light action in both 5' 6" and 6' lengths. The spinning rods are medium and medium-light action from 5' 6" to 7 feet long.

For more information, write ABU-Garcia, 21 Law Drive, Fairfield, NJ 07006.

TROPHY 180, ALUMACRAFT'S ANSWER TO SERIOUS FISHING

Alumacraft Boat Company has added the Trophy 180 to their line of "Pad Vee" deluxe designed boats. This innovative design features a smooth, dry ride with incredible planing characteristics.

The Trophy 180 contains a 12" pad or step on the bottom of its hull beginning at the transom and tapering toward the bow. This feature combined with aircraft-type frame reinforcement and Alumacraft's stretch-formed hull, makes the Trophy 180 one of the toughest boats you can buy.

Other features of this 17'6" boat include: deluxe marine carpeting, stowable running lights, four upholstered seats with locking adjustable pedestals, optional sleeper seats, three pedestal socket locations, 38 gallon aerated livewell, lockable rod and storage compartments, 20 gallon built-in fuel tank, console steering and windshield. A convertible top set and tonneau, plus a mooring cover are available as options. With a 50-120 hp range and 1550 lb. B.I.A. rated capacity, the Trophy 180 is capable of serious fishing.

Alumacraft, one of the largest aluminum boat and canoe manufacturers in the United States has more than 700 dealers throughout and

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the 48 contiguous United States, Alaska and Canada. Their entire boat line includes Bass, Jon and Semi-Vee boats, and a complete canoe line.

For complete specifications and literature on Alumacraft's Trophy 180 or other quality boats and canoes, call or write today.

For further information, contact: Alumacraft Boat Company, 315 West St. Julien Street, St. Peter, MN 56082.

NEW HOOK DESIGN FROM LIT'L BUFFALO BAIT COMPANY

Little Buffalo Baits, a lure manufacturer out of Dallas, Texas has a new line of spinnerbaits and Buzzbaits. The new baits feature a revolutionary new hook design that is extended a half an inch.

The extension eliminates the need for a trailer hook, and catches more fish in thicker cover than ever before. You can actually throw the bait into the thickest cover and it will come out without tangling up. Only the finest components are used in making the extended hook spinnerbaits and buzzbaits.

Sampo ball bearing swivels, ABS Plastic coated heads, Wright McGill hooks, hand-tied living rubber skirts for better flow. The Lit'l Buffalo Bait Spinnerbait and Buzzbait was designed by National Bass fishing champion and BassMaster Classic Qualifier Jim Kirkpatrick.

The extended hook spinnerbait has already won a western bass national tournament on Lake Brownwood in Texas.

For additional information and a free color brochure, please write to Jim Kirkpatrick, Lit'l Buffalo Baits, P.O. Box 801824, Dallas, TX 75380 or call (214) 387-0864.

NEW, POWERFUL 150 & 175 HP MODELS HIGHLIGHT MERCURY'S 1985 LINE—UP

A new high performance "bass" 150 highlights the Mercury Outboards 1985 line-up. Extensively field tested as the XR series by the likes of Hank Parker, Paul Elias, Ricky Clunn and Roland Martin, the new XR is the "hot one."

Al Castrodale, Mercury Product Director, said, "The 150 XR2 delivers flat-out power and improved acceleration. It's even stronger than the standard Merc 150 Black Max, which currently dominates every major bass tournament circuit in the country."

The 150 XR2 breathes better and runs cooler due to a new louvered cowl. Features like oil injection for a precise mix and optimum lubrication, fingertip power trim to get on plane faster and loop charging for top fuel economy will make the 150 XR2 the favorite of bass pros.

Significant 150 SR2 modifications include exhaust tuning (a new system) and a spark advance module ignition system which boosts power and speed over 5,500 RPM. The carbs have also been specially calibrated for this model.

Like the poplar XR2, Mercury 150 and 200 horsepower models are based on the sleek 60 degree V-6 design. They are narrower than competitive models. A new 175 horsepower model follows in this tradition.

The new 142 cubic inch 175 is offshore oriented. The 175 offers greater gearcase durability and chrome cylinder bores for increased engine life. A specially formulated marine aluminum alloy (XK-360) is the most corrosion resistant of any outboard. All shafts exposed to water are stainless steel. The phantom black Mercury finish is baked-on enamel, applied electrostatically over 13 layers of primer. These primers form a lasting protective bond. "Mercury's outboards are built inside and out for extended saltwater use," Castrodale said. All internal powerhead water passages are coated with strontium chromate which forms an impenetrable barrier against saltwater.

All Mercury V-6 outboards have adopted a new power trim system for 1985. Currently on the 75, 90 and 115, the new system is installed between the transom and the motor as part of the transom mounting bracket. "The V-6s can now be tucked under four degrees further than competitors for a better hole shot," he said. The system offers a full 20 degrees of trim and 75 degrees of tilt. The system improves acceleration and boaters can get on plane or pop skiers out quicker.

"The smooth performance of Mercury's in-line six cylinder 90 and 115 hp models places them in a class by themselves," Castrodale said. An innovative fuel injection primer meters fuel into the cylinders when the choke is engaged. With the engine primed, it starts immediately at the turn of the key.

Both the 3-cylinder 60 hp and the 4-cylinder 75 feature Mercury's power ported pistons. A special intake port is built into the cylinder and piston skirt. This design permits the maximum amount of fuel/air mix to be packed in, generating more power and performance.

"The middle of the Mercury range is highlighted by the smoothest running, best idling 50 on the market," Castrodale continued. The popular four cylinder Merc 50 is ideal for trolling, and offers the power needed for extended running or skiing.

The 50 and the twin cylinder 35 feature MerCarb back drag carburetors. The air/fuel mixture is leaned automatically, once cruising speed is reached, combining high performance with unsurpassed fuel economy.

Designated "XD" for extra durable, the 18XD and 25XD are the choices of fish camp operators and commercial fishermen. Thunderbolt ignition with 40,000 volts and an instant, one-pull primer system make these models easy to start. The 18 and 25 offer an industry exclusive: tiller handle gearshift for the ultimate in total "one-handed" control.

From the big outboards down to the smaller powerplants on sailboats,

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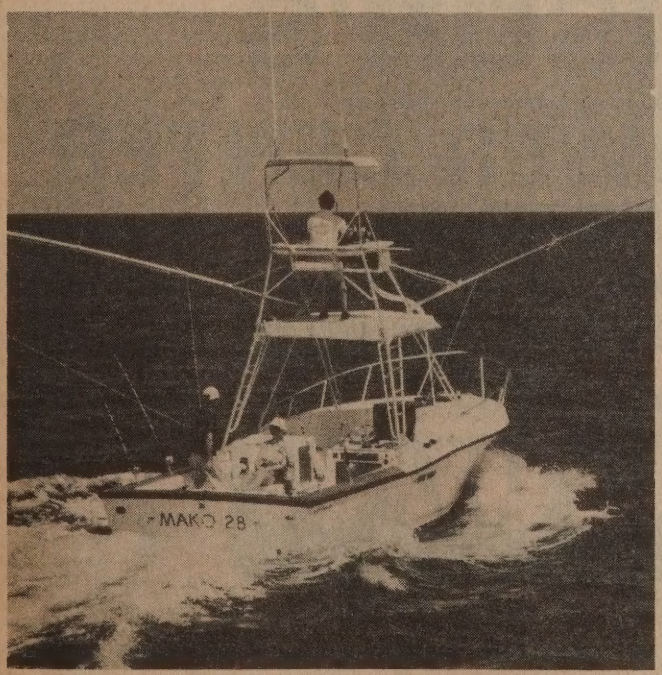

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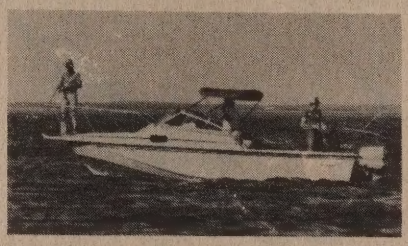
canoes and jon boats, all Mercs are built to exacting standards. A fishline cutter is standard on all models from 3.5 to 115 hp. A knife-like edge inside the lower unit (and around the prop shaft) slices fishline and protects the gearcase. "This is another small but important advantage for owning a Mercury," Castrodale said. Mercury Outboards also feature Jet Prop Exhaust for quiet running. Exhaust gases are vented underwater for quieter operation, increased engine efficiency and better fuel economy.

Mercury offers the widest range of outboards, from 2.2 horsepower to the 3.4 litre model. Also, seven electric fishing motors, called Thrusters, are produced by the Fond du Lac, WI based company.

NEW 22'BARNEGAT FISHERMAN FROM CRUISERS

Cruisers' new Barnegat Fisherman features a functional cockpit area designed specifically for serious sport fishing. The textured fiberglass cockpit is complete with built-in teakwood rod racks, lockable radio and tackle storage, two insulated floor compartments and a large insulated fishwell with thru-hull drain. Other standard features include a full convertible top with side and aft curtains, sturdy transom mount cooler platform, 70 gallon fuel tank, and spacious cuddy cabin with two cushioned adult berths. The Barnegat Fisherman has a well conceived helm with excellent visibilty, complete backlit instrumentation including speedometer, compass and plenty of additional room for supplementary marine electronics. Available options include a cockpit washdown system, 3 or 6 gallon portable holding head, four 12-volt outlets for electric downriggers and a fiberglass hardtop. And, like all Cruisers models under 26', the Barnegat Fisherman features level foam flotation for extra added safety.



REVENGE 25 WALK-THROUGH OFFERS EASY BOW ACCESS AND FULL CABIN

Perching precariously on a narrow catwalk alongside the cabin to go forward has kept many fishermen aft on small walkaround cabin boats. Long casts and easy anchoring from the bow have been foregone for the relative safety of the cockpit. Boston Whaler's new Revenge 25 Walk-Through has changed that.

With its innovative walk-through windshield and full pulpit bow rail the new Revenge 25 Walk-Through offers fishermen a bow platform that is easily accessible and secure without sacrificing the comfort of a full-width cabin.

The non-skid walkway offers sure footing along the boat's steady center axis. The fisherman can quickly brace himself against the above-knee height stainless steel rail which runs the entire length of the walkway from the walk-through windshield to an optional bow pulpit.

The Revenge Walk-Through is V-hulled for smooth riding, seaworthy performance. Sponsons provide stability at trolling speeds or when drifting. And it is built with Boston Whaler's famous unsinkabl hull. A hull so rugged that it's warranteed for a full ten years. No matter how the boat is used, or how many times it is sold.

Forward access through the windshield, via a removable teak ladder, eliminates the need for side decks which are usually designed into a boat at the expense of cabin space. Even the most ardent fisherman will find the cabin space aboard the Walk-Through well-lighted and inviting. Two single V-berths convert to a large double. A table slips between the seating areas. The head is discreetly hidden.

The enclosed bow deck anchor locker allows for quick access and stowing. Dual hatches on either side of the full pulpit rail provide maximum ventilation.

An aft fish well with teak cover,

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under gunwale rod stowage, flush mount rod holders, smoked plexiglass companionway hatch, side fuel fill, upholstered side panels, optional three-piece stern and side coaming pads, and two Pompanette swivel seats are among the many features that makes the Boston Whaler Revenge Walk-Through the perfect family fisherman.

NEW G-96 MARINER SPORTSMAN'S TOOL

For use by fresh and saltwater anglers alike, the Jet-Aer Corporation in Paterson, New Jersey recently introduced a uniquely designed G-96 Brand Mariner Sportsman Tool (model 2023), Made of space age materials, it's like a portable lightweight vise since its parallel jaw action does the job of both a wrench and a vise during reel repairs and other myriad uses both afield and afloat.

Fully accommodating the needs of the serious fisherman, the highly versatile, tough-tested tool is 100 percent rustproof. Its many features include a non-slip handle and a powerful carbide cutting jaw that will cut through thick wire and hooks with ease, plus a conveniently located hole next to the carbide cutting jaw that can be used to bend tough hooks and wire alike. A must for every angler's tackle box, the following are just a few of the tool's great many uses:

Hook disgorger; wire, hook, monofilament and dacron cutter' sinker crimper; fish skinner; hook and wire bender; reel repairs; adjustments to rod guides and tiptops; and first aid tool for removing embedded hooks.

For additional information and/or a free copy of Jet-Aer's new catalog of fish filleting knives and many other outdoor products, write: Jet-Aer Corporation, 100 Sixth Avenue, Paterson, NJ 07524; (201) 278-8300.

WORLD'S ONLY PATENTED PORTABLE SONAR

For lake, stream or ocean fishing, the Fish Ray can be used as a fish finder, for sounding bottom and can scan up to 99 feet, 360 degrees around small boats where the fisherman can reach the water with this helpful device. Bass fishermen don't have to pass over fish to locate them as with permanently mounted depth sounders. "This additional aid is a must for every serious fisherman," says Bob Daly, owner of D&D Electronics who manufactures the device and has been active in marine electronics since 1974.

A boon to ice fishermen, the "Ice Eyes" model can help locate the best fishing spots. Find areas where fish are hiding and even the depth to find them. Reads through clear ice with aid of plastic bucket and anti-freeze or by putting the transducer nose in contact with water.

Moulded of durable plastic with LCD readout, this battery-powered sonar carries a 90-day warranty. A quality piece of electronics that is

Extra Strong
Trilene®
Stronger Than Ande or your money back!
How does your line compare to extra strong Trilene?
10 lb. Test Mono | Diameter (in.) | Break Strength (lbs.) | Tensile Strength (PSI)
Trilene XT .0135 17.21 123,876
Trilene XL .0112 12.04 128,208
Sigma .0116 11.35 109,289
Ande .0114 10.70 104,830
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All lines tested were tested in August 1984 on an independent laboratory under simulated actual use conditions. Samples were purchased from retail stores across the U.S.A. Tests proved that Trilene's tensile strength was superior. Tensile strength is based on line diameter and break strength. It is a measurement in pounds per square inch (PSI), of the force required to break a line. Test results available upon request.
You never know what to expect when you drop a 6 oz. jig into two hundred feet of Pacific Ocean. You might hook into a ten minute skirmish with a dolphin, a half-hour tussle with wahoo, or a three hour battle with a billfish. That's why I have Berkley Trilene on all my reels. Lab tests prove Trilene is up to 20% stronger and 500 I.G.F.A. World Records in less than 12 months back it up! What's more, Berkley guarantees that Trilene is stronger than Stren, stronger than Maxima and stronger than Ande, or your money back. That's all the guarantee I need to fish Trilene . . . how 'bout you?"
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small enough to go into the tacke box. Designed and manufactured in the U.S.A.

A purchase rebate plan has been implemented to allow purchasers of the Fish Ray and Ice Eyes to realize further savings through orders placed by friends or fishing club.

For more information contact the marketing firm of B&I Electronics, P.O. Box 17190, Salem, Oregon 97305, (503) 585-9285, who have been appointed to exclusively direct-market these exciting products to fishermen in the USA and Canada, as well as internationally.

VERNAY DEVELOPS NON-CORROSIVE THRU-HULL EXHAUST FITTING

Vernay Products, Inc., has developed a new three inch thru-hull exhaust fitting.

A rubber flap is incorporated as an integral part of the assembly. It inhibits the reverse flow of water into the exhaust.

The part is made from high pressure compression molded FRP, rubber and stainless steel. The use of these materials results in two major advantages. First, it is completely resistant to the corrosive sea water environment. It is also much less expensive than the conventional bronze, chrome-plated or stainless steel fittings.

Structural portions of the assembly are available in black and white. The rubber flap on all units is standard black.

Upon introduction of the three inch thru-hull exhaust fitting, Vernay has also announced that several other sizes of this product are being planned.

From Vernay Products, Inc., P.O. Box 310, Yellow Springs, OH 45387.

ECHOTEC INTRODUCES COMPACT, LOW COST COLOR VIDEO DEPTH SOUNDER AND FISHFINDER

A compact color video depth sounder weighing only 9½ pounds and measuring ony 6½" wide by 7½" high by 12" deep has recently been introduced by Echotec.

Designed and manufactured by the company in Washington State, the rugged new CV550 sounder is suited for portable use as well as permanent installation aboard commercial and sport fishing vessels.

The lightweight sounder displays individual fish, bottom, and underwater features on a built-in 6" high resolution monitor (not a TV) for vivid, easy-to-interpret colors.

Of interest to trailer boaters and lake fishermen will be the CV550's unusually low curent drain, less than 1.5 amp at 12 VDC. At the same time, transmit power has been increased to 300 watts RMS.

George Davis, general manager of Echotec, said he challenged his designers with a target selling pice of $1,295 to make the sounder economic for a wide range of fishermen. "They were able to meet the cost objective without giving up any of the operating features of our larger commercial units," he said.

Echotec, Inc., is an innovative designer and manufacturer of color video depth sounders and other marine electronic equipment for the commercial, sport fishing and pleasure boating markets.

NEW SPACE AGE BOBBER

Shaped somewhat like an outer space capsule and in full keeping with modern tackle technology, the uniquely designed Spin Free Bobber far overshadows the "old-fashioned" bobber.

Perfect for casting by fresh or salt water novices and pros alike, the Spin Free Bobber weighs one ounce. To both simply and quickly operate the bobber, all the angler has to do is first determine the unrestricted length of line desired beneath the bobber—less than three feet or over five feet or whatever for bass, trout, salmon, stripers, or others. Next, the upper end of the selected line length is fastened to the bobber by a securing ring, after which the remaining length is coiled around the bobber's spinning reel-like spool.

Once the bobber splashes down after the cast, the bobber's Spin Free mechanism immediately opens like a spinning reel's bail, thereby allowing

1985 GRADY-WHITE 204-C Overnighter

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Fiberglass Innerliner • Self-Bailing Cockpit • Big Insulated Fish Boxes • Loads of Storage • Roomy Twin Berth Cuddy • 360° Fishability

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Sport Boats, Inc.
133 New York Avenue (Rte. 110)
Huntington, N.Y.
(516) 421-3717

Port of Egypt Marine
Route 25,
Southold, N.Y. 11791
(516) 765-2445

Shelter Cove Marine
610 Clarance Avenue,
Bronx, N.Y.
(212) 822-3054

Eddie's Marine
210 2nd Street, Far Rockaway, N.Y.
(212) FA7-3168

the live bait or other baited tempter to sink enticingly *on an unweighted line in whatever length desired.*

Actually, the tough, high-impact resistant plastic Spin Free Bobber is the only bobber of its type that can be fished without a sinker for added sensitivity and touch to feel the slightest nibble by panfish. Thoroughly field tested, the manufacturer guarantees the Spin Free Bobber to out-perform conventional bobbers.

As a special introductory offer, the new Spin Free Bobber may be obtained directly from the manufacturer for $3.50 each, or three for $10 (tax, postage, handling included). To place your order or request a free brochure, write: Spin Free Fishing Products, 760 Carla Street, Livermore, CA 94550.

EVINRUDE'S NEW V8s: WORLD'S MOST POWERFUL OUTBOARDS

The most powerful production outboards ever built, a 275 hp model and a high performance 3.6 XP model, highlight the Evinrude line of performance outboards for 1985.

The new outboards are the fastest, most powerful ever produced by the 75-year-old Milwaukee company.

Jack Feurig, Evinrude Product Group Manager said, "The V8 loop-scavenged outboards are the result of our customers demand for higher performance and increased power."

V8 technology was first introduced two years ago on the International Formula I Powerboat racing circuit. The 275 and 3.6 XP outboards are production versions of the racing V8s and offer many of the same features.

"The performance reputation the V8 has from its racing success helps make it the most exciting outboard we have ever offered," said Feurig.

The new V8s offer many race-proven features such as permanent mold castings for added strength, and a louvered cover on the 3.6 XP for increased air flow and improved performance.

Both models feature a full 90 degree V, 220 cu. in. block, with 3.50 bore and 2.86 stroke. Both also utilize loop charging, a highly efficient method of cylinder scavenging, which improves both fuel economy and performance.

Variable Ratio Oiling (VRO) is a standard feature on the V8s. This exclusive feature automatically mixes the correct ratio of lubricant and fuel from idle to full throttle for improved economy and smooth operation.

Other standard V8 features include:

- Sacrificial zinc anodes on the gearcase, exhaust housing and stern bracket provide protection from galvanic corrosion.
- 35 amp alternator provides extra electrical power allowing the use of a large assortment of accessories.
- Water cooled regulator/rectifier, which allows use of maintenance free batteries and eliminates battery overcharging.
- Power boost cooling for faster warm-up and cooler running at high speed.

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With Penn's Fathom Master® downrigger system you can troll deep where the big ones usually are. . . and still use light tackle for the ultimate sport. No more clumsy rigs or overweight reels. Instead, use the Fathom Master® to lower your line precisely to any depth, down to 200 feet. Our *patented* brake system means the handle won't turn while lowering the weight. . . a reel safety plus! Choose Model 600 with fixed base and 25″ boom or Model 620 with Swivel-Matic® 180° rotating base and 48″ boom. Both with 10 lb. weights. A full line of accessories is also available.

Write to Mr. Walter and get your FREE color catalog. Dealers inquire.

The Great American Reel Co.

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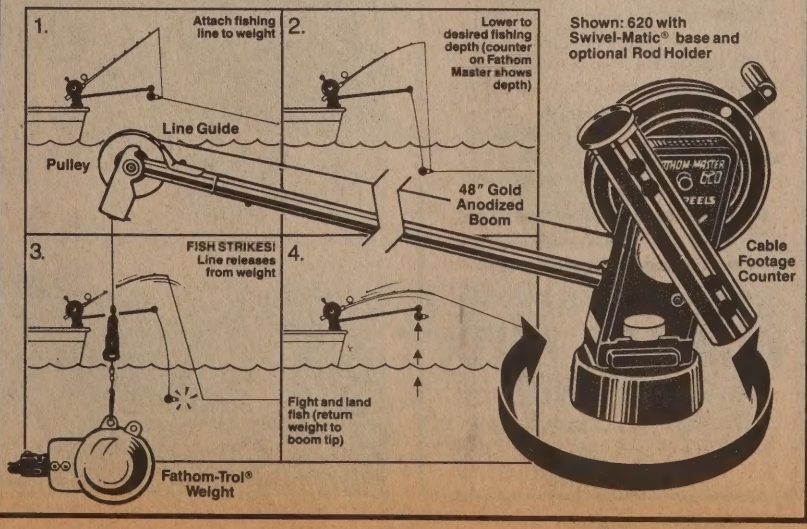
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Attach fishing line to weight
2.
Lower to desired fishing depth (counter on Fathom Master shows depth)
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48″ Gold Anodized Boom
3.
FISH STRIKES! Line releases from weight
4.
Fight and land fish (return weight to boom tip)
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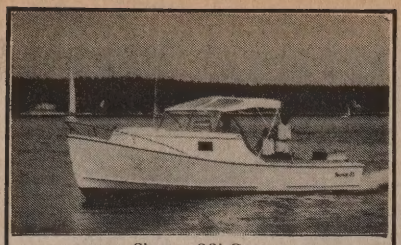
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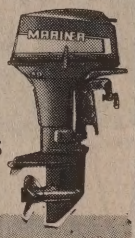

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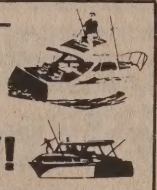
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BOATS FOR ANGLERS:

MAKO 28

by Pete Barrett

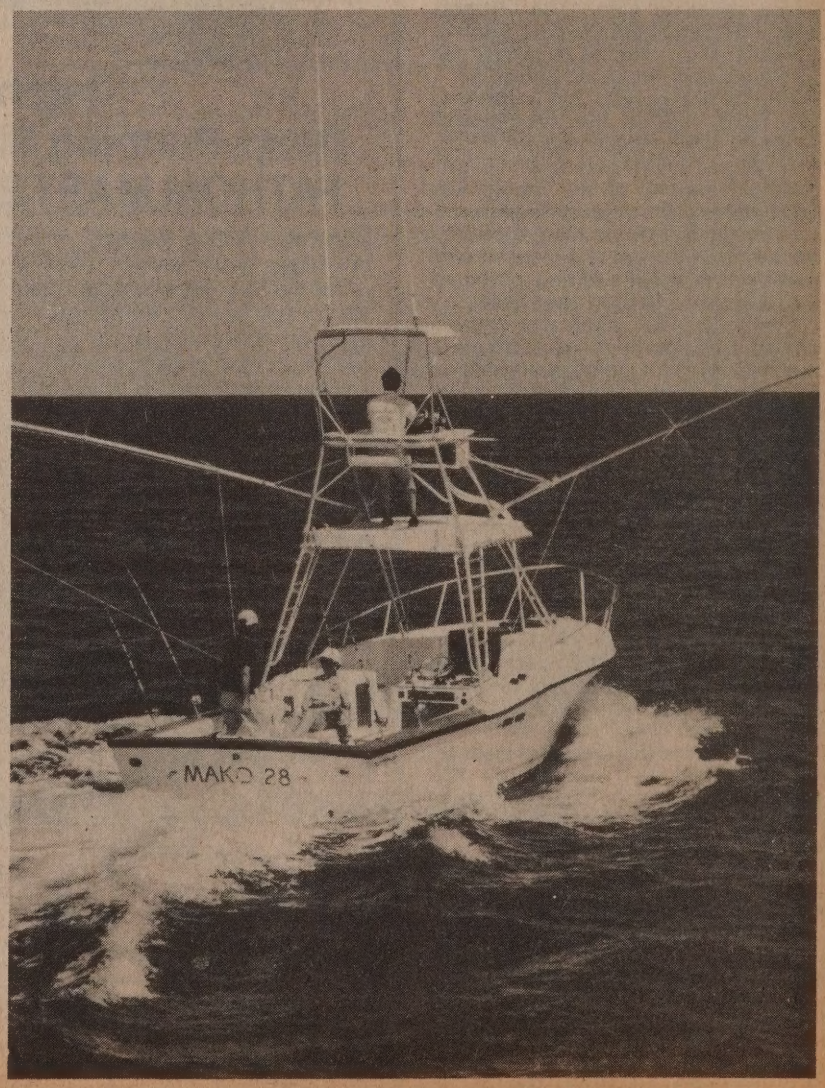
The long-awaited "Great White" finally popped in the fishing scene early last season and since then, the Mako 28 has been turning heads. She's big, brawny and in the Mako tradition, a very fish-worthy boat.

The outboard version is produced in either of two deck configurations: center console or dual side consoles. The inboard is available only with dual side consoles. Rumor has it that the factory is also working on a cuddy cabin version to be unveiled at a future date.

Fishing room is here is huge quantities with plenty of deck space for installation of a fight chair or rocket launcher seat, yet still allowing room for mate and fishing crew.

The deep vee hull rides well in heavy seas and with 300 gallons of fuel capacity the 28 is definitely a canyon runner.

The console is immense and holds "tons" of tackle, food and extra gear. Additional stowage is available up forward in a small flush deck cabin. The dual side consoles are favored by some fishermen and with helm station on starboard, the port console has a built-in bait rigging station and sink.



A pair of fish boxes are built into the deck along with a large circular live well. Rod storage is under the teak gunwales with space for three International style rods/reels on each side. Lighter tackle can be doubled up in the rod holders for additional capacity.

The vee berth in the cabin is small, but comfortable for an overnight stay. A head can be installed in the cabin.

Like all Makos, the 28 is a custom outfitter's delight. Dozens of options like towers, tackle seats, T-top, radio boxes, fight chairs and custom outriggers will appeal to the serious anglers who run for marlin and tuna. Inshore anglers will still find most of these options handy, even the tower to mount the wraparound canvas/vinyl weather enclosure.

Electronics can be mounted on the generous table-top size of the console or in special overhead radio boxes. All cabinets are trimmed in teak and the shelves are generous in size to accommodate the most popular Lorans, recorders and radios.

Custom cabinets are sold by several manufacturers and can be installed in the center console or side consoles to give more drawer storage for lures, accessories and rigging items like hooks, leaders, skirts, pliers and knives.

The Mako 28 is fast and sea kindly. With a 600 hp rating, the outboards can handle any of the new breed of outboard powerplants. Canyon trips are sure to be in the "fast lane." I ran one Mako 28 outfitted with a pair of 235s and while we couldn't check the actual speed, we had no trouble keeping up with smaller 25 Makos also equipped with twin engines, but of slightly less horsepower.

At the transom there is a special fold down transom door. In a bad following sea, the door is folded up for safety, but while fighting a fish when you may need every inch of deck space, it readily folds down and out of the way. Batteries are mounted high and dry in compartments built into the sides of the transom corners. They won't get wet and they are easily accessible.

The finish work is good and it is obvious that the factory personnel take delight in producing a quality boat. Wiring is color coded and neatly done. Likewise, teak work is smooth and fitted well.

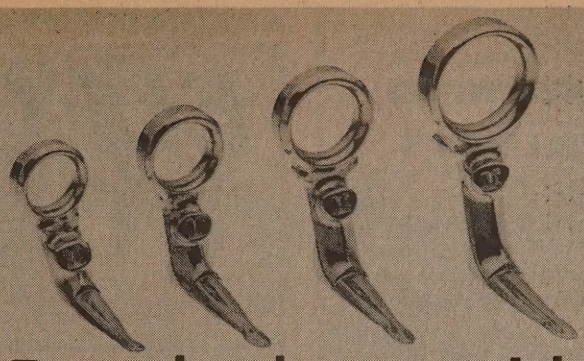
After looking over the Mako 28, you come away impressed with the size, quality and layout of the boat. It is all business and its business is fishing.

* * *

SPECIFICATIONS

Length	28'5"
Beam	9'10"
Hull Draft	24"
Maximum Horsepower	600
Dry Weight	6000 pounds
Fuel Capacity	300 gallons

Manufactured by: Mako Marine, 4355 Northwest 128th Street, Miami, Florida 33054.



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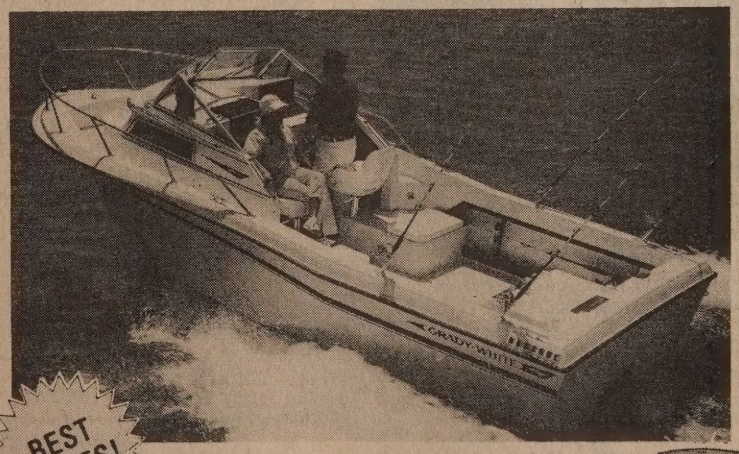

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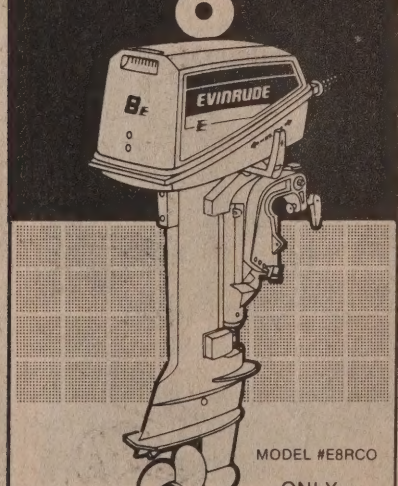

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ELECTRONICS WORKBENCH

by John Kungl

Dear John,

I installed my Loran myself and believe I paid attention to all the details. I was told to make a good ground connection, and I made mine directly to the battery. In checking with the instruction manual for determining signal to noise ratio, I find I am way beyond what is required for good reception. I constantly lose numbers while running the boat and am very dissatisfied. What can I do?

Jeff Martin.

Dear Jeff,

Assuming you followed all the Loran manufacturer's instructions for installation carefully, here are some possible solutions to your problem.

A direct connection to the battery for your ground is not always the best idea. While the ground supplies the voltage return for the power to run the Loran, it also contributes to the antenna system. Too much wire going to the battery can pick up spurious signals generated by other electronic equipment as well as from your engine's electrical system. The best recommendation I can give you is to try different ground locations on the boat, such as a hull ground plate or motor ground, until you get the best reception. You might also try turning off other pieces of equipment on the boat to see if their operation affects the Loran. If they do, you could rewire them to a different location. One final suggestion involves the Loran antenna location. Try to keep your Loran antenna away from all other antennas and all vertical metal structures such as towers by at least two feet. You can make temporary lash-ups on various parts of the boat till you get the best reception. If none of these suggestions is helpful, it might be best to consult with a professional installer from your local dealer before deep-sixing the unit.

* * *

Dear John,

What type of antenna is best for my VHF radio? I understand that different antennas broadcast different shapes of radio waves. If this is true, which is best?

Fred Eble.

Dear Fred,

VHF antennas seem to come in as many shapes and styles as new cars these days, and just like cars, in as many price ranges. The basic rule to follow here, is the same as with all life preserving items on your boat: buy the best you can afford. A good antenna may mean the difference in being heard in a life threatening situation or going down with the ship. Beware of bargain antennas thrown in with package radio deals and always try to trade up when possible. As far as the different shapes of transmission patterns of radio waves, generally the longer the antenna, the flatter the signal pattern. This means more signal going out from the boat and less up into the air above the boat. Short antennas radiate with patterns shaped like half of an orange, while longer antennas have patterns much like a donut with more signal going where you need it. There is, of course, a limit as to how large an antenna can fit on the average fishing boat, so a good compromise would be the 8 foot 6 db gain antenna, available from many of the manufacturers. Gain figures determine how much your signal strength is multiplied by, and can be as misleading as power figures on stereo amplifiers. Again, buyer beware of large gain figures on cheap antennas. They just don't go together!

* * *

Dear John,

I recently bought a hand-hand VHF radio as a back-up to my console mounted unit. How often must the batteries be recharged? Can they be ruined by overcharging?

Dennis Mitchell

Dear Dennis,

You have made a wise purchase of a hand-held VHF radio as a back-up for your regular VHF unit. One can never be sure when a piece of radio gear will fail or be damaged on board. Batteries should be recharged before the radio is going to be used on board and often enough to maintain some charge in them. Overcharging can damage Nicad batteries, so pay particular attention to the manufacturer's instructions as to maximum charge times. Batteries can also be damaged if left uncharged for long periods or allowed to discharge deeply. Many of the newer hand-helds have indicators to tell you when the batteries are low or safe to transmit with.

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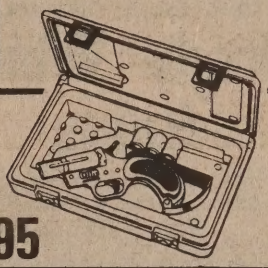

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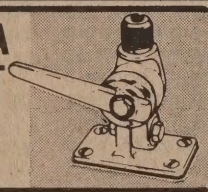

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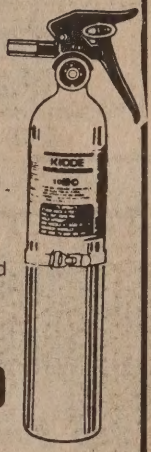

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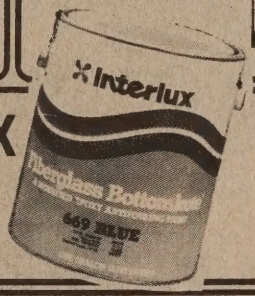

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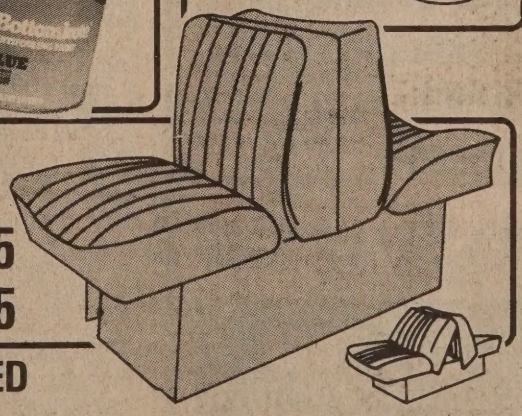

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THE TACKLE DOCTOR

by Russ Wilson

Dear Tackle Doctor:

I received a beautiful 8 foot fly rod, reel and floating fly line for Christmas and I can't cast it far enough to reach the spots I normally fish with my spinning outfit. The rod is rated to handle a #6 fly line and that's the size I got with the rod and reel, but it still does not work for me. This is my first attempt at fly casting and maybe it is something that I am doing and not the fault of the rod, reel or line.

Ted Groff.

Dear Ted,

Join the crowd. We've all had our troubles when first learning how to use the long rod. You don't mention if the fly line is a level or weight forward. I would suggest you start off with a weight forward in either #6 or #7. Your rod should handle both even though it is rated for the #6.

You might try some practice casting on the lawn, or if this is not large enough a school playground, ballfield or some other area that has grass so your fly line won't be damaged.

Start off with only a moderate length of line, say something like 30 feet and keep working it until you are laying the line down smoothly without any ripples (waves in the line). You can do this with a leader attached, but no fly or you can rig up a hookless fly. Once you get the hang of laying out a smooth line you can gradually increase the length of your casts until you are throwing 60 to 90 feet of line. It really does not take too long to become a reasonably good fly caster once you get the hang of using your wrist rather than your entire arm to work the fly line.

You may never cast the fly line as far as you can throw a lure with the spinning outfit. But once you get hooked on fly casting, you won't be so eager to grab a spinning or plug casting outfit. There is a special feeling that goes along with fly casting and any time spent in mastering the technique is well spent.

* * *

Dear Tackle Doctor:

My problem really does not fall into the tackle department, but it is very frustrating. I've got a 20 foot boat and do quite a lot of fishing. Normally, I drift or troll, but during the past year I started fishing some of the offshore grounds for blues, bonito and albies. Usually this required that I anchor the boat so my chum slick would draw the fish to me. That's when my troubles began.

I followed the standard three to one theory and even went to more lead when anchoring, but the problem continues. I have been fishing in waters of 50 to 90 feet, and am using a Danforth style anchor. My half inch rope is 300 feet in length and I try to keep the scope at three times the depth of the water I am fishing. But no matter how hard I try, the anchor keeps sliding. What's the solution?

Bill Moore.

Dear Bill,

You do not mention in your letter if you are using a short length of chain between the anchor and your anchor line. I'd have to assume you are not. This is a basic problem with many anglers who are new to anchoring. If you hope to hold bottom in moderately deep waters, you must use some chain to get the anchor in a position to dig into the bottom. Without the chain to give it depth your problem will continue.

We've all been there. I used a three foot length of chain and found it was worthless. Today I have a 10 foot length of galvanized chain attached to the Danforth and 600 feet of half inch nylon rope. It does hold the boat in place even when there is a moderate tide running.

I'd also suggest you rig the chain with U-bolts so you can remove the chain when fishing over rocky bottom or on a wreck. The chain will occasionally hang up in the wreck or get snagged between rocks and you can lose anchor, chain and rope. By using only the rope you will find this does not occur as often. Also, check the size of your Danforth. You may find a larger model is needed to hold your 20 footer securely.

* * *

Dear Tackle Doctor:

I am a freshwater bass fisherman and a confirmed user of plastic worms. I recently purchased several bulk packages of plastic worms in a variety of colors and put them in my tackle box, only to find they had changed color after a couple weeks.

It's not the price of worms that bothers me, nor do I feel the tackle

box is at fault. The box is plastic, but has been advertised as "worm retardent," meaning the worms will not damge the box or vice versa.

Why did the worms change color and what can I do to keep it from happening again in the future?

John Carcich

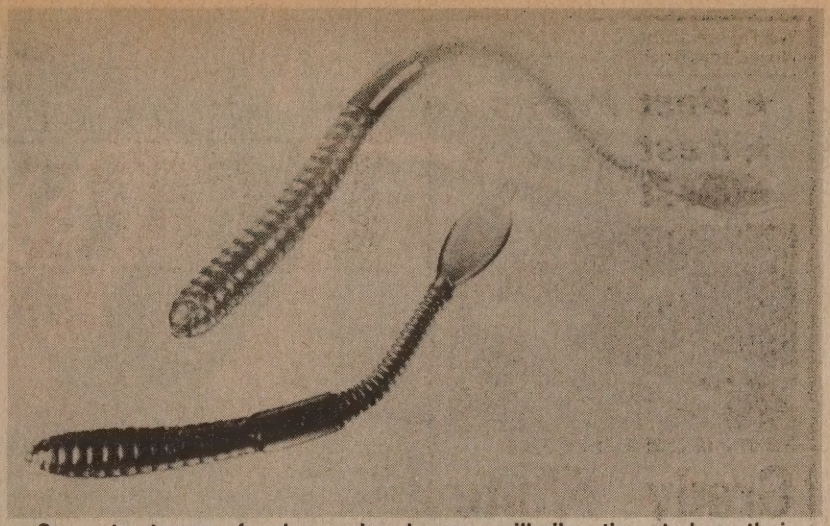
Dear John,

Join the crowd. Your experience with plastic worms is typical among all who use these fish catchers. The plastic in the worms reacts chemically with the tackle box and you suddenly find a sticky mass of melted plastic tackle box and worms. By purchasing the treated plastic tackle box you have overcome this problem, but some of us did not learn until we ruined a couple of costly boxes.

The same chemical reaction that ruins plastic tackle boxes when they are exposed to plastic worms is the culprit that caused your new stock of worms to change color. The only difference is that the worms do not melt together. In this instance, the stronger color—usually black or red—overpowered the weaker dyes and you ended up with a tackle box full of worms all in the same color. The only way to solve this particular problem is to keep the various colors separated.

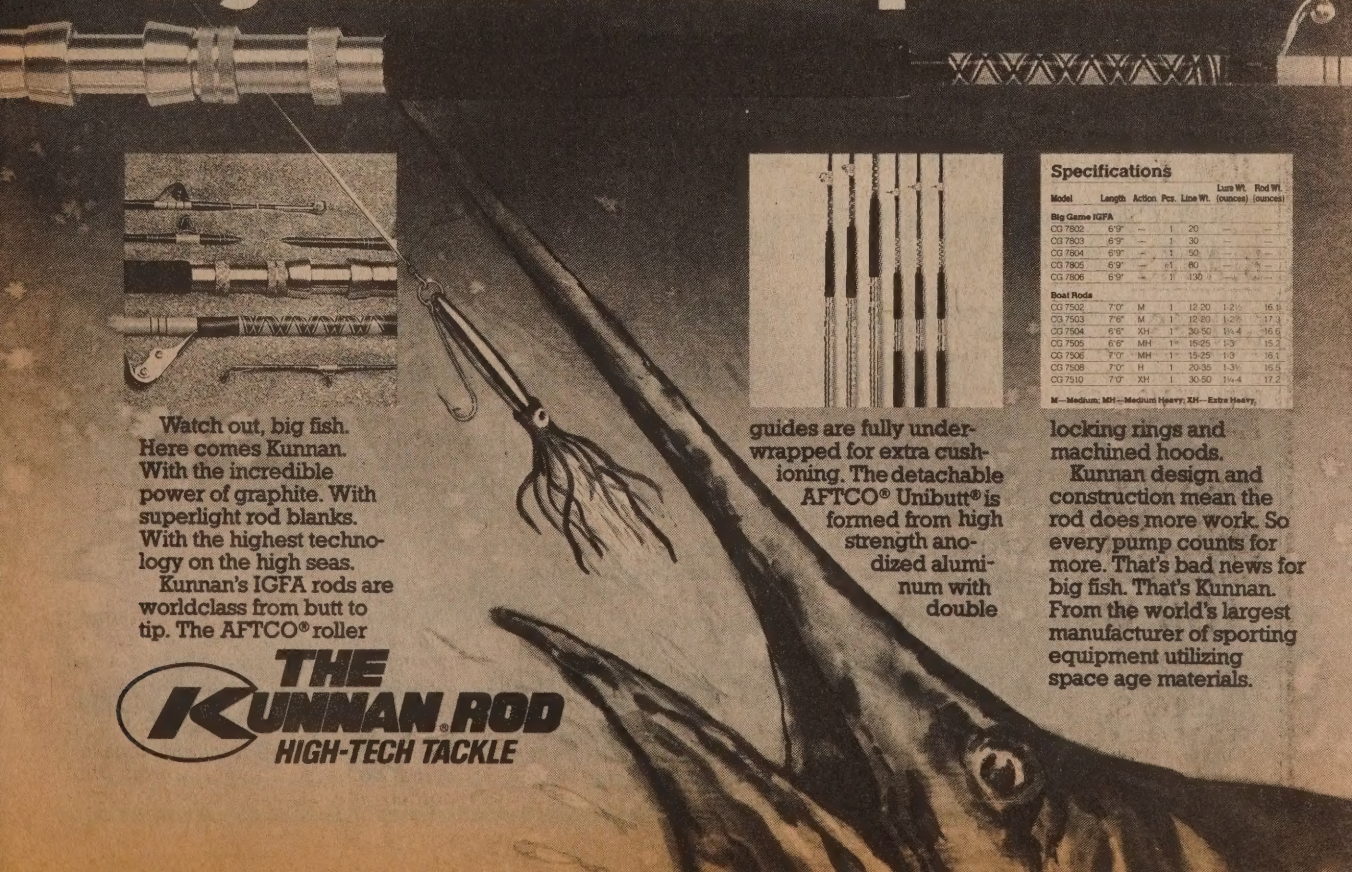
It works both ways, however. You might find a motor oil color worm deadly medicine for bucketmouth bass. By placing blue and green worms together you can "blend" your own special oil finish plastic worms. Black and purple also combine to make a slightly sick-looking blend that bass find appealing.

Most experienced fishermen carry a complete assortment of plastic worms. If they are stored together they will change color with the darker colors overpowering the lighter shades. By keeping them separated you can overcome this chemical change and in the process, save yourself money and unneeded aggravation.



Separate storage of various colored worms will allow them to keep their natural color. Some anglers like to experiment by blending assorted colors. These off-beat creations often produce surprisingly good results. The chemical reaction created by plastic worms and standard tackle boxes can be avoided by purchasing specially treated plastic worm boxes designed specifically for this use.

Big Fish Are In Deep Trouble.



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Big Game IGFA						
CG 7802	6'9"	—	1	20	—	—
CG 7803	6'9"	—	1	30	—	—
CG 7804	6'9"	—	1	50	—	—
CG 7805	6'9"	—	1	80	—	—
CG 7806	6'9"	—	1	130	—	—
Boat Rods						
CG 7502	7'0"	M	1	12-20	1-2½	16.9
CG 7503	7'6"	M	1	12-20	1-2½	17.1
CG 7504	6'6"	XH	1	30-50	1¼-4	16.6
CG 7505	6'6"	MH	1	15-25	1-3	15.2
CG 7506	7'0"	MH	1	15-25	1-3	16.1
CG 7508	7'0"	H	1	20-35	1-3½	16.5
CG 7510	7'0"	XH	1	30-50	1¼-4	17.2

M—Medium; MH—Medium Heavy; XH—Extra Heavy;

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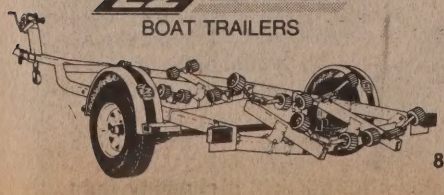

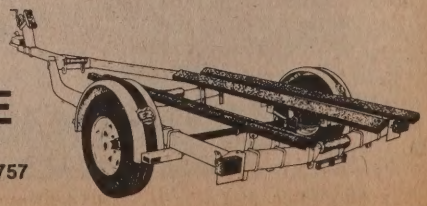

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BUYING A NEW BOAT

by Pete Barrett

Like tire kickers on a used car lot, we all have our own way of testing a boat as we look it over. Some potential buyers pound the hull with their fist; others yank on the bow rail; still others may peer into the bilges hoping to find something in the darkness.

While each method does tell something of the boat and its quality, the best way to look over a new or used, boat is to start at home at the family desk. Draw up a list of the things you want and need before you head to the boat shows, before you head to the dealer and before you begin pounding on the hull.

The four basic questions are: **1.** how much can you spend? **2.** will you trailer or dock the boat at a marina? **3.** will it be a combination family and fishing boat or just a boat for dad to go fishing?; and **4.** where do you plan to fish? The answers to these questions will narrow down the field of choices.

The Cost. How much you spend will depend upon the trade-in value of the boat you may now own, what you've saved toward the purchase and how much you can afford to finance. Knowing your budget will eliminate those boats that are too costly. Sticking to your budget in spite of the hype and glitter of a boat show will also save you disappointment later in the year. There are lots of extras to buy for a boat. Most fishermen feel it is better to have a slightly smaller boat they can fill with goodies like electronics and fishing tackle rather than buying a bigger boat and then being hard-pressed to fully outfit it.

If you plan to trailer the boat, you must be sure your car or tow vehicle can handle it—check the owner's manual or talk to a dealer. Any boat over 21 feet requires some thought before you begin to trailer and may require a heavy duty tow vehicle. A well equipped sport fishing boat can weigh over two tons, but towing isn't hard to do if you are prepared. If you own a smaller car, stick with under 20 foot boats or look to an aluminum hull. If you plan to dock the boat, you only need to consider that dockage is more expensive the longer the boat.

Style of Boat. If the boat is to be used just for fishing you can choose from a wider variety of designs, including center consoles. If the family plans to join in the fishing, you may want to consider a boat with a full cabin, a walkaround cabin or the walk-through, dual console style.

Where, When and How You Fish. Where you fish, how you fish and what you fish for is also very important. A 25 foot deep vee center console may look great at the dock, but is not the best boat for fishing the flats of coastal bays and rivers; it's too much boat and better suited to trolling or jigging offshore blues. A 16 foot aluminum side console would be a better choice for bay and sound fluking, weakfishing and for general duty on lakes and rivers. It would, however, be out of place 25 miles offshore in shark territory.

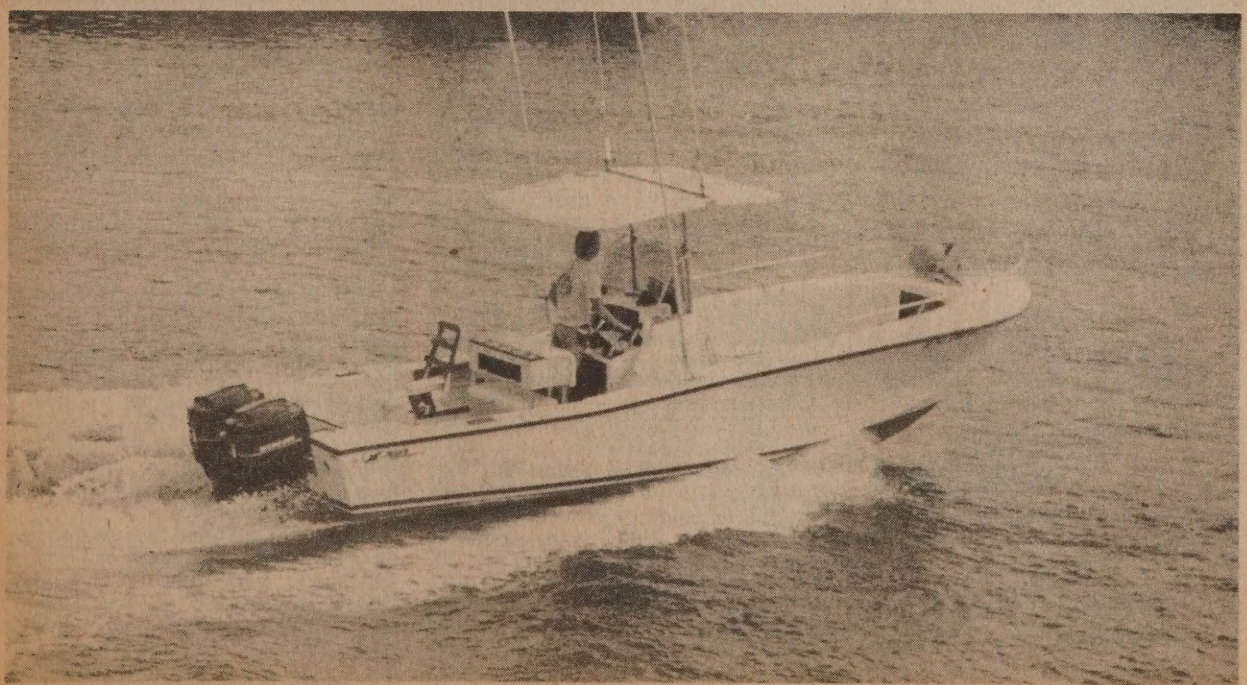
Consider the style of fishing you usually like to do. A troller will need lots of deck space aft of the console or helm, while a fluke or shark drifter will want room forward of the console or cabin.

Even the time of year you fish should influence your selection. If you are just a summer fisherman a center console may be just ideal, yet a lot of spring mackerel and fall bluefishermen will want some protection from the weather, either from an enclosure around the console or from a Navy top built over the helm on a cabin boat.

Once you've considered the basic questions you can refine your selection by asking more specific questions about hull construction, hull design, engine options, deck layout and fishability.

Materials and Design. Most of today's boats are built of fiberglass or aluminum, a few with Kevlar. Fiberglass and Kevlar have the advantage of long term durability, are usually

(Continued on next page.)



Careful planning paid off in this center console rigged for canyon and shark fishing: 200 gallon fuel capacity, fight chair, rocket launcher seat, tee top, lots of storage, twin engines and a deep vee hull for a smooth ride.

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self-bailing, are easier to maintain and clean. They are also more expensive and heavier. Aluminum boats are the least expensive and lightest in weight. They will last for many years with proper care, but can be dented or scratched. Aluminum boats are not self-bailing, yet a simple bilge pump keeps the innards dry.

There are three hull designs that are of interest to fishermen in the boats of 16 to 25 feet: deep vee, semi or modified vee, and flat planing hulls. Each has some good news and some bad news.

Deep vee hulls are usually favored for offshore fishing where seas can build up and long runs are often the rule. The deep vee will cut through the heavy water providing a soft and usually dry ride. Deep vees tend to ride deeper in the water, so they are less fuel efficient, although most of today's deep vee designs have been fine tuned to minimize fuel consumption. A deep vee may rock while drifting. To minimize this, look for a hull with a wide chine or several steps in the vee to help stabilize the boat while drifting.

Semi or modified vees are a middle ground in ride comfort and fuel economy. A sharp bow entry will help soften the ride, but on very rough days, these hulls can ride hard. Your only solution is to slow down which may then cause the boat to ride with lots of spray coming on board. On calm days the semi vees will run like the wind and be very fuel efficient.

Flat planing hulls are the most fuel efficient, but it is a rare day when they can be run at speed. Even small chops can ruin the ride of the flat bottomed hulls. If you only fish rivers or bays and in very shallow water a planing hull is fine. If you intend to fish larger bays or make runs to inshore/offshore fishing, be prepared for a hard ride.

Engine Options. The choice of hull design will also tell you what size engine you need. Add up the total weight of the boat (including a full tank of fuel, fishing buddies, chum, ice, sodas, etc.) and divide by 30 for semi vee, 25 for a deep vee. The number you get will closely match the horsepower requirements you need for the boat. Keep in mind this figure is just a guide, not the last word. If you usually run only in the bays, a slightly smaller engine with less horsepower will do fine, but if you load up with four other buddies, lots of chum and bait for the shark grounds you may want to buy a few more horses to carry the extra load.

I've met a lot of fishermen who looked over a twin engined outboard rig and whistled, "Man, I'll bet that thing flies!" Many boats probably could fly if you ever ran them full tilt, but 300 horses on a 25 footer works out just fine for fuel economy and power when run at an RPM range of 3800 to 4200. You can expect speed of about 27 to 29 knots and burn little fuel by not working the engines too hard. Big engines, within reason, are an advantage for safer operation and overall fuel economy. If you follow the formula, you'll be satisfied.

Twin engines are best when fishing far offshore; inshore anglers can use a single engine. Bay anglers can usually get a tow easy enough if they experience a rare breakdown, yet someone heading out to the canyons would be better off with a twin engine rig for added safety. It is very rare for both engines to conk out. While twins will burn more fuel, they burn only 10 to 20 percent more than a comparable single engine of similar horsepower. The twins burn more fuel per hour, but get you there faster (usually) and in the final tally will take little more total fuel than a slower single engine rig.

Construction. Pounding the hull may indicate that a boat has lots of glass so the hull feels sturdy, but for a better idea of what the boat is like, ask the dealer to describe the construction techniques. The best hulls are made with several alternating layers of woven sheets of fiberglass matting and layers of chopped fiberglass called gun roving so named because of the special spray gun that shoots the chopped fiberglass into the hull mold along with the liquid epoxy. The layers become bonded together as the epoxy resins cure and dry. Too few layers and the hull will be light and fast, but may not be very durable and too flexible. Too many layers and the hull will be heavy beyond need and pull down the fuel economy and require larger engines to power it.

Signs of Quality. Sure signs of quality are easy to locate. Check the joints and finish of teak trim, the edges of hatches, the fit of windshields, the fit of hardware and rubrails.

The gel coat should be smooth and shiny with no blotches and no cross-hatch pattern of the underlying fiberglass matting showing through.

Inspect the hardware closely. Cleats, windshield, bow eyes, hinges and grab railings should all be stainless steel or high quality aluminum. Chromed, cast metal fittings only look nice when they are new, but will quickly corrode and fail in short order when exposed to the salt environment.

Layout and Fishability. The layout of a boat consists of the overall design of the deck, hatches, fish boxes, console or helm, splash well, accessories and overall space. Fishability is how everything comes together to make a good fishing boat. The fishability factor is something that changes from one man to another. A lake fisherman's dream is totally different from a bluefish chummer's.

When you get your choices narrowed down, visit a boat show or a dealer and spend some time on the boat. Bring your buddies, too. Try to visualize a day's fishing. Who stands where? What about rod stowage? Are the rod holders in the right positions? Is there space and room for everyone to fish? Where can you put the tackle

boxes? Is there room for the cooler? How high are the gun'ls? Where's the fish box?

Cockpit space, that area in front of the engines but behind the console or helm, should be large enough to hold your entire crew. Boats with large cabins may look comfy in the showroom, but if you can't fish three people side by side while fluking, or if you can't gaff a mako, or you can't find room to diamond jig bluefish, then the boat is not a good choice. Keep looking.

Check for storage. If you like to carry a lot of gear, you'll need a place to put it all. Consoles should have wide open access to the inside of the console—the best are consoles with a hinged front seat that folds open. Cabin boats with storage cabinets built into and under the seats are great for storing leaders, extra line spools, pliers, hardware, lures and the thousand other small items we all like to carry.

If you plan on electronics to help you fish, now is the time to make sure that the Loran, graph recorder and radio will fit. If you have settled on the brand of the electronics you will buy, make cardboard boxes that match the size of each item, then place it in position on the boat; you'll quickly see if everything fits.

Consider options like T-tops, hardtops, rocket launchers, tackle seats, towers, enclosures and radio boxes right now before you buy. They are less expensive to install at the initial rigging of the boat as compared to the cost of adding them on at a later date and many dealers will offer more options at time of purchase as a package deal, so save even more in the long run.

Fuel capacity is a vital consideration if you plan to travel to offshore fishing grounds. To effectively fish the canyons you need at least 150 gallons of fuel; 200 is even better. If you plan on sharking trips of no more than 30 to 40 miles offshore, 80 to 100 gallons is adequate. A bluefish troller running his rig all day may burn over 60 gallons so even an inshore fisherman should consider a healthy fuel capacity. Bay anglers can usually get by with 40 to 60 gallons of fuel.

Probably the last, but not the least important part of the selection plan is to talk to several fishermen who already own the boat you finally choose. Any top-notch marine dealer will gladly recommend satisfied customers to you. A phone call to these anglers will give excellent insight into the boat of your choice as they recommend tips on rigging, selection of options, and performance guidelines.

Purchasing a new boat may take several weekends of work, but the rewards are great. The boat you eventually choose will be your closest fishing buddy, a partner that is a pleasure to spend time with everyday on the water. Boats are a big investment: choose carefully so you maximize your fishing.

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RIDE A BOAT TO SURF SUCCESS

by Fred Golofaro

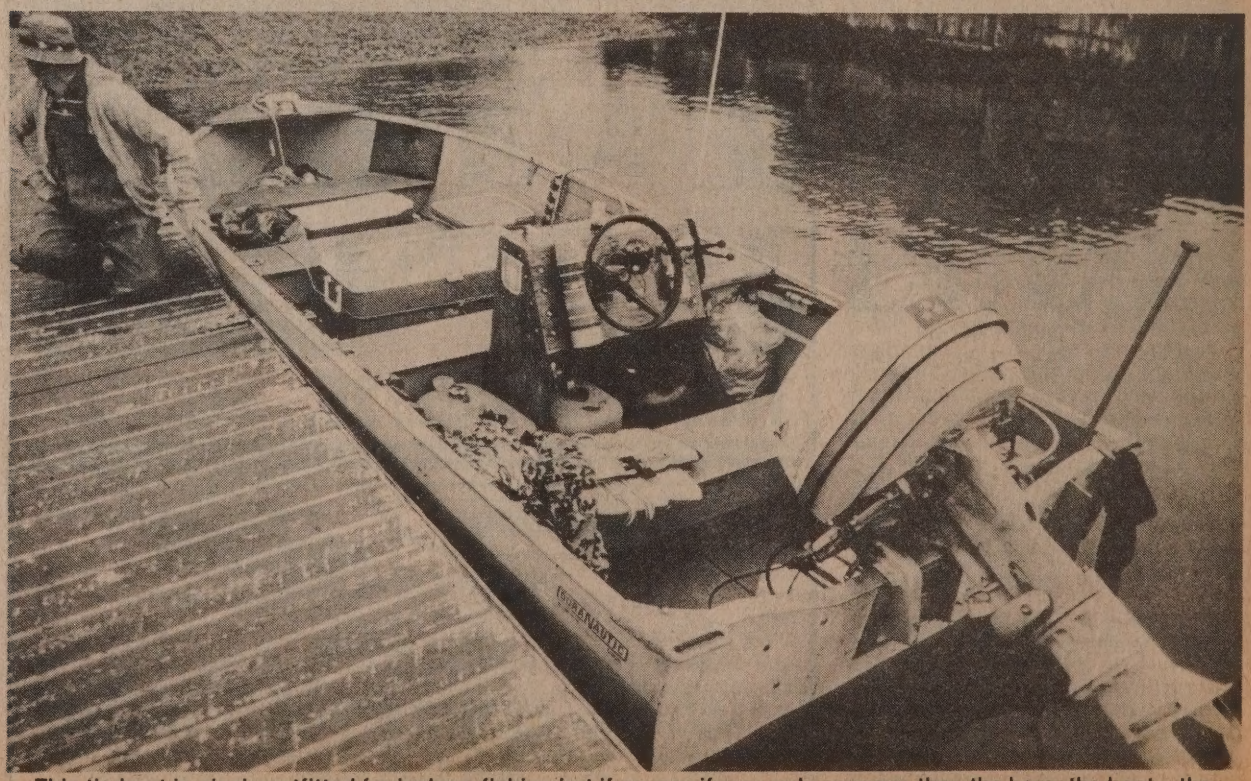
Of all the tools available to surfmen, the least utilized is, ironically enough, one that has the most potential to improve your surf fishing prowess. It can also help expand your angling experiences and provide some enjoyable activity when the beach action is in the doldrums. I'm speaking, of course, about a boat, which I realize may very well result in me being excommunicated from the beach set. The fact remains though, that prudent use of a boat can make you a better surf fisherman.

Before going into the reasons why, let's clarify our boating needs as applied to surf related use. The obvious choice lies in those lightweight, highly versatile aluminum hulls (alias: tin boat) ranging from 13 to 16 feet in length. Under most circumstances, the 13 and 14 foot models will cover all the bases while remaining less cumbersome than the heavier 16 foot versions. Interiors should be kept simple with the basic bare boat being all that's really required. This will also keep the cost at a minimum. And, keep in mind that there are plenty of used tin boats bouncing around so if you're persistent, you could come up with a suitable hull for a minimal investment. And, if you're not willing to spring for a boat of your own, some of what we'll be discussing can be accomplished by commandeering the boat of some unsuspecting friend while on a seemingly innocent trip for fluke, flounder or tautog. The motive behind this will be explained a little further down the road.

One of the most obvious uses of a boat for surfmen is access. With access to choice beach spots an ever present plague, the use of small boats to get you to otherwise restricted shores is your only viable alternative.

Nowhere is this more applicable than along our north shore beaches where parking restrictions have created a nightmare for casters intent on reaching the most productive stretches. Hence, much of the best bass, weakfish and bluefish action is enjoyed by relatively few casters with special access privileges. These small boats, powered by similarly small, lightweight motors (these may range anywhere from 6 on up to 20 hp) require only the barest of launch sites yet afford you coverage of many miles of fish holding beach.

Access can also be applied to the south shore's sand beaches as well as the hard to reach western back bay areas. When stretches of the barrier beach are closed by erosion damage, which happens frequently enough between Moriches Inlet's east side and Fire Island Inlet, the water-borne caster will find nothing but empty sand in normally crowded hotspots. In this same vein, there are miles of beach nestled between Robert Moses State Park and Fire Island National Seashore (Smith Point) which have produced especially well in recent years. It's an easy run across the bay from mainland launch ramps (most town ramps are unrestricted after Labor Day) to the backside of Fire Island providing you pick your days. Obviously, if you or a friend already



This tin boat is nicely outfitted for inshore fishing but if access if your only concern, then the barer the boat—the better.

own a boat on the bay, the task is made that much simpler.

As a youngster, a column by Frank Keating gave me an early clue to the potential of using boats for surf access. It also added some insight concerning the big bass potential of back bay areas. If memory serves me correct, it was a small band of Striper Surf Club members who stole through the sheltered, winding channels north of Jones Beach in "tin boats" to reach the bass rich banks of the area. Working artificial and rigged eels from these suddenly accessible bogs resulted in the club making a shambles of the former Schaefer Contest. With parking restrictions in this area (Wantagh and Meadowbrook Bridges and "back bay") as restrictive as ever, small boat access certainly makes plenty of sense if cow bass and tiderunner weaks are your goal.

Aside from the advantages of access, much benefit can be derived from simply running a boat along the shore near existing surf access. There are valuable lessons to be learned by such "prowling around," particularly if the boat you're doing the snooping with is equipped with a graph recorder. Spending some time reconnoitering the spots you regularly fish can reveal useful tidbits of information concerning that piece of water you've been casting to all these years. Locating dropoffs and structure that would otherwise remain a mystery may enable you to alter your technique or presentation during future surf trips to the area.

I've used my boating experiences to find what I now rank among my favorite surf spots. Just "killing time" between tides during boat junkets deep inside Fire Island Inlet, revealed a number of locations where structure, in the form of wrecks, submerged pilings and sharp dropoffs was within range of the beach. Further exploration of these spots from shore during late night tides resulted in some excellent fishing for many years. The icing on the cake is that the area was void of other surfmen (aside from a couple of close friends) and it was only last season that the fishing potential of this area was being explored by other anglers.

As alluded to earlier, much of this exploring can be accomplished without purchasing a boat of your own. Owning your own tin boat, however, does permit you to sample other forms of fishing. Early spring flounder and midsummer fluke trips take the edge off of cabin fever and summer heat waves, along with providing plenty of tasty fillets for the freezer. This brand of fishing is better suited to family fishing trips as opposed to nocturnal sojourns into a crashing surf and if there are youngsters involved, the advantages become even more evident.

So, to all you hard-core beach rats, temper that disdain for boats a bit and you may discover that in the long run, your surf game will prosper.

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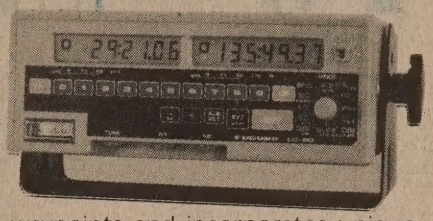

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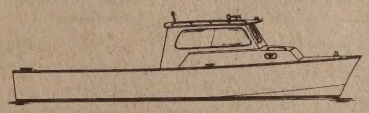

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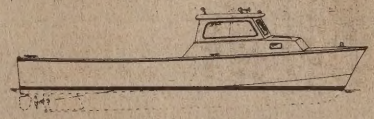

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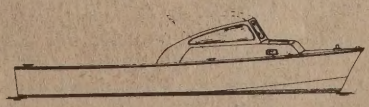

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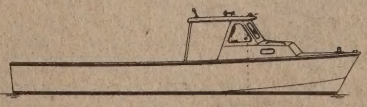

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BAREBOATING THE BRITISH VIRGIN ISLANDS

by Dick Mermon

Here is a unique and relaxing way to explore the fishing potential of the British Virgin Islands.

Whenever people expound upon the Virgin Islands, names like St. Thomas, St. Croix and St. John's are often referred to for their popularity among the cruise ship set, sailing enthusiasts and some sport fishermen. However, a short distance from these American possessions of bustling bargain shops, traffic congestion, fast food stops and expensive hotels filled with nightlife (this is not the way on the island of St. John's), is another group of Virgin Islands; more serene, subdued and full of charisma. These dollops of land are also favored by the sailing clan but more so with divers, European tourists and are fast becoming well-accepted by serious anglers.

There are 40 or more volcanic protrusions that make up the British Virgin Islands. Largest in this group is Tortola, followed by Virgin Gorda, Anegade, Jost Van Dyke, Peter's, Norman, etc. The capital, Road Town, is located on Tortola which is the primary seaport and where most of the activity centers. There are but four islands which maintain excellent hotel accommodations: Tortola, Virgin Gorda, Peter's and Anegada. The balance merely cater to seafarers, providing unsurpassed dining of the most palatial and unique cuisine in seaford along with enchanting beauty.

Last year, I was fortunate to achieve a goal that remained steadfast in my mind for several years: to live aboard a power boat and venture into the various secluded island coves, where few anglers set foot and fish. During the same period, I'd drift and troll the reefs and ledges of the Caribbean. B.V.I. Owners Yacht Charter, in Nanny Cay, Tortolla, had just what I was looking for: a bareboat motor-cruising trawler. These magnificent "floating homes" (as I found them to be later), are truly a private get-away vacation, made for swimming, snorkeling, diving, and to power into the sheltered coves to fish.

Not being familiar with the boat's operation, nor the navigational channels (though they were all safe and deep), I felt it necessary to call on a captain friend who lives in the B.V.I. and knows the waters well, Rommie O'Neal. This is one stipulation required by the chartering company—familiarization of the boat's operation, or sustain a licensed captain. Nanny Cay Marine Center can supply a bona fide captain for the chartered days but since Rommie was available, he decided to take on the job.

Each trawler is equipped with a generator, air conditioning and heat, electric cooking, refrigeration, two heads with showers, sheets, towels, anchor windlass, lounging deck, a Bimini top and flybridge steering. My

output involved supplying food, water (water is purchased in the islands because it is at times in short supply), beverages, fuel, oil, consumable supplies, tackle and, of course, the captain.

In order to convert the 43 foot trawler into a halfway decent fishing machine, it had to be equipped with some sort of makeshift rod holders. I did this by fastening a 10 inch length of two inch diameter PVC piping onto the stern guard rails, opposite each side of the transom, using rope and plastic tape. It looked horrendous, but they worked on a few trolled barracuda, which were promptly released. It was not until a good size wahoo decided the "Sekora Tube" was fair game and almost yanked the rod and holder overboard. The decision to forsake the trolling was not due to the insecure holder, but more to the lack of a long handled gaff. Without it, that wahoo would have come aboard an unwelcomed guest.

This type of vacation must have appealed to my wife Pat, who is not a fisherman at all, but took to casting small bucktails from the transom dive platform while anchored in a secluded cove. She did manage, however, to hook several bar jacks, a few small barracuda and a few pan-size Nassau grouper and snappers. The latter became our dinner, or fish salad at times along with a few spiny lobsters.

Whenever the opportunity presented itself, Rommie and I beached the dinghy and fished the shoreline or walked the grass flats, and even bounced the tiny jigs on barren white sand coral bottom. We found bonefish, bar jacks, snappers, grunts, small grouper, barracuda and lizard fish in all these locations. On one occasion, Rommie hooked a small jack which was promptly engulfed by an amberjack. That big shadow-liner never wanted to part with this dinner, so the line gave up instead. The most outstanding discovery of the trip was in Smugglers Cove, on Tortolla's north side. Just before sundown, several schools of permit (the natives call them "high forehead ladies") in the 20 to 30 pound class fed along the reef's edges but refused every offering we had. Still it was nice to see them there.

The most appreciative highlight while on this trawler holiday was the out of the ordinary food we obtained from the sea, and if a change of atmosphere was demanded, merely searched out one of the many shoreline restaurants. Each dining experience was unparalleled in its own respect. The dinner dress was whatever comfortable attire suited the atmosphere, but bathing suits were out. Such apparel was worn only on board the boat's flybridge lounge.

A bareboat trawler vacation is an exceptional opportunity for family or friends to enjoy each other's company. There is always something to do, a new location to explore, or just simply cast lures from the dive plat-

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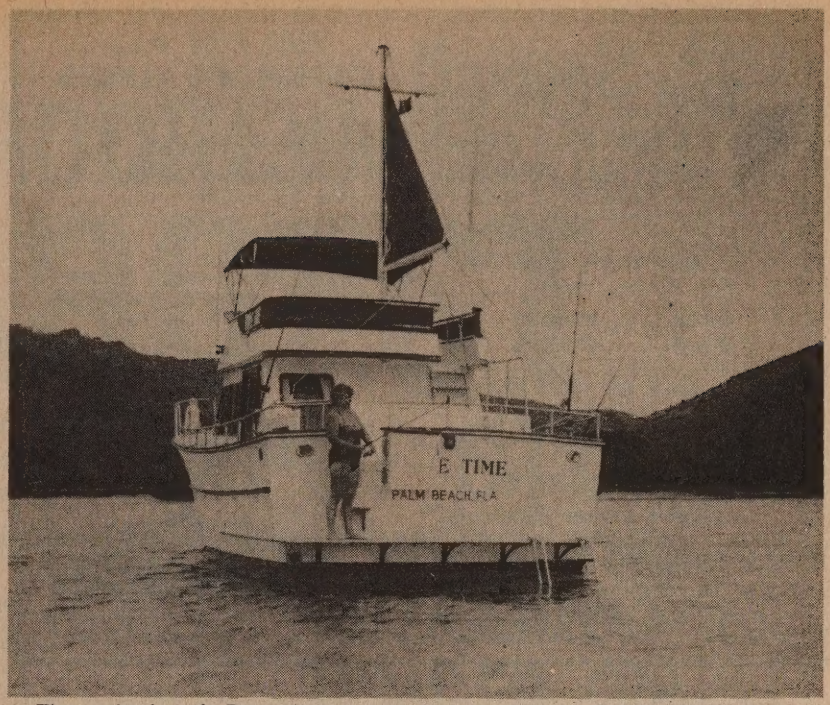
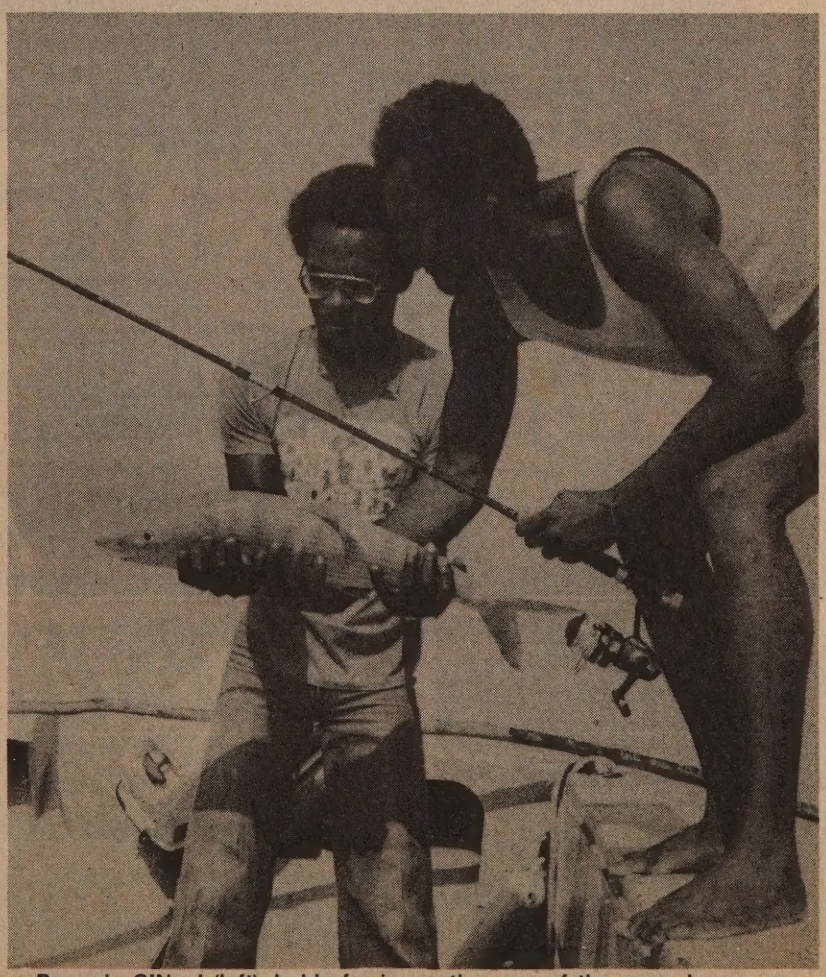


The author's wife Pat enjoyed good action, while casting bucktails from the boat's dive platform.



Rommie O'Neal (left), holds for inspection one of the many bones we took during our visit to the British Virgin Islands. Clinton Vanderpool, a bonefish guide on the island of Anegada, helped us explore new bonefish locations on Salt and Beef Islands.

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We also do embroidered on Sweat Shirts, Towels, Roll Bags, Thermos Bottle Holder, Personalized Hats, Sunvisors, Silk Screen T-Shirts, Embroidered Nautical Patch Glasses (16 oz.)

For information on products, pricing and ordering - Send for our Free Full Colored Catalog to:

UNITED PRODUCTS
P.O. Box 5110, Babylon, NY 11704

MODELS 16' - 24'. CC & CUDDYS
"Built Like Battleships"

PRIVATEER
CROSS OVER THE BRIDGE

EDDIE'S MARINE
210 Beach 2nd Street, Lawrence, N.Y.
★ TRADES (718) 327-3168 FINANCING ★

WANT A ROUGH AND READY BOAT?

WE JUST HAPPEN TO HAVE ONE TO FIT YOUR NEEDS AND A JOHNSON OUTBOARD TO POWER IT.

• SUPER TOUGH BOAT
• BEST BUY IN TOWN
• COMM'L.GRADE CONSTRUCTION
• DOWN EAST FLARE BOW

Johnson OUTBOARDS

form. In cruising, each turn of a point revealed a hidden refuge, or a reef, bursting with rainbow hues from the variety of colorful tropical fish that dart about the submerged coral. The water is turquoise blue and crystal clear, so sunlight can penetrate 60 feet below. The B.V.I. is known for its many shipwrecks and the most famous, the "Rhone," which is the world's most photographed underwater scene, lies just off Salt Island, in 17 fathoms of water (about 70 feet deep). It was here "The Deep" had been filmed in part and it is said the wreck still does harbor an extremely large moray eel, but not as aggressive as the movie indicated.

Taking one of these cruise/fishing outings calls for little clothing and a lot more fishing tackle. Since the temperature range is from 65 to 85 degrees throughout the year, light summer dress, with a casual look is sufficient.

Fishing tackle, on the other hand, should be basically spinning gear, in weights of 8, 12 and 20 pound test. There is very little opportunity to purchase tackle on any of the islands. Therefore, terminal items such as wire leaders (required due to the fact all the species have teeth), a pair of pliers and cutter, fillet knife, a short gaff, cotton gloves, some lead twist-in sinkers, various size unsnelled hooks, a small coil of mono leader material (50 lb. test) and extra line and spools for the spinning reels, along with a small repair kit and reel oil, are essential. If you plan on trolling for some "big daddies" of the Caribbean, a 50 class outfit would suffice along with several offshore lures in green/yellow and red/black. Natural bait, such as ballyhoo is a favorite here. For shallow water gamesters, small bucktails, Mann's Grub Tails, gold spoons and red/white #52 Mirror Lures are highly effective. Conch is the mainstay bait for bottom fishing and can be purchased at local fish markets, or self-caught.

Since you will be traveling in a foreign territory, an American passport, or birth certificate is necessary and the government also requires a Cruising Permit (cost $2), to be paid in advance of boarding the yacht. The certificate must contain the total days planned on being in the British Virgin Islands only. Nanny Cay Marina, where the trawlers are docked is centrally located on Tortola, and is reached via Capital Airlines, or one of the other major air services that fly into St. Thomas, or Puerto Rico. From either of these locations, an Air B.V.I. flight takes you to Beef Island airport on Tortola, then by taxi to the marina. More information may be obtained by contacting Owners Yacht Charters, Inc., 1250 E. Blue Heron Blvd., Suite 3, Singer Island, Florida 33404; (305) 848-5997.

What made this personal cruising/fishing vacation so delightful was its simplicity and the abundant locations in which to drop anchor and do the things we enjoy best: relax and fish!

Everything Marine!

BROOKLYN'S LARGEST MARINE SUPPLY STORE

AUTHORIZED SALES, SERVICE & WARRANTY WORK ON:

mercruiser STERN DRIVES/INBOARDS

MERCURY OUTBOARDS

CHRYSLER INBOARD ENGINES

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BOAT HAULING ★ HULL REPAIRS • STORAGE

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CERTIFIED MERCURY OUTBOARDS MECHANIC

QUALITY USED BOATS
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(Ask for Ron)

"Serving Boatmen Since 1951"

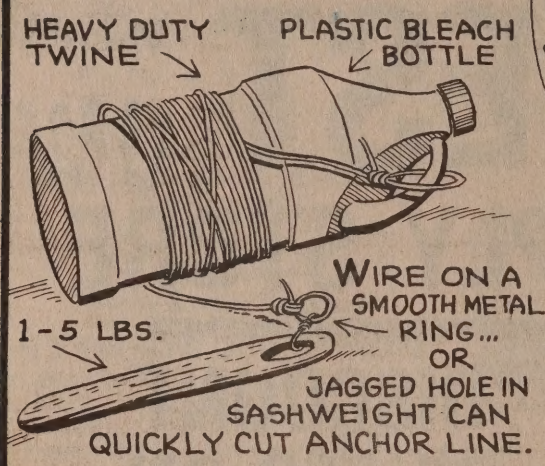
VENICE MARINA

Belt Pkwy., Westbound Exit 9, Sheepshead Bay,
Brooklyn, N.Y.

FISHERMAN TIPS

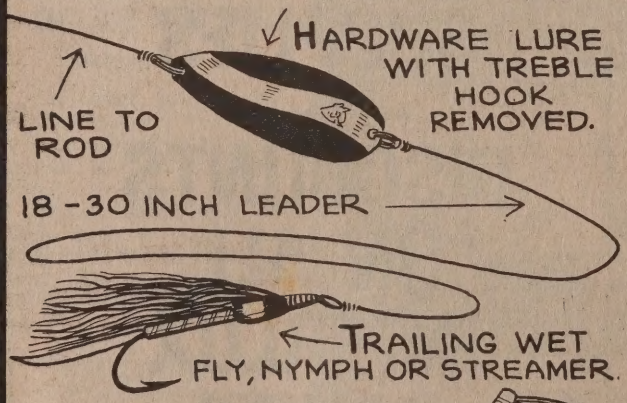
BY FRED GUARDINEER

WRAP ANCHOR LINE (50-100 FT.) AROUND YOUR MARKER BUOY FOR QUICK TANGLE-FREE DEPLOYMENT.

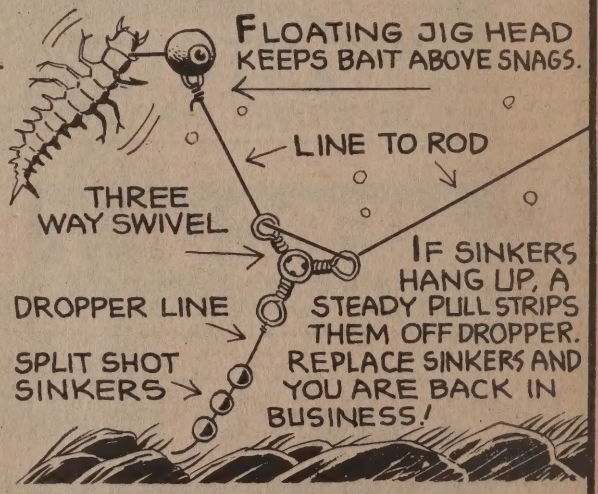

HEAVY DUTY TWINE
PLASTIC BLEACH BOTTLE
WIRE ON A SMOOTH METAL RING... OR JAGGED HOLE IN SASHWEIGHT CAN QUICKLY CUT ANCHOR LINE.
1-5 LBS.

LATE-WINTER ICEFISHERMEN CATCHING SPAWN-READY YELLOW PERCH GET THE EXTRA BONUS OF A PERCH ROE FEAST.

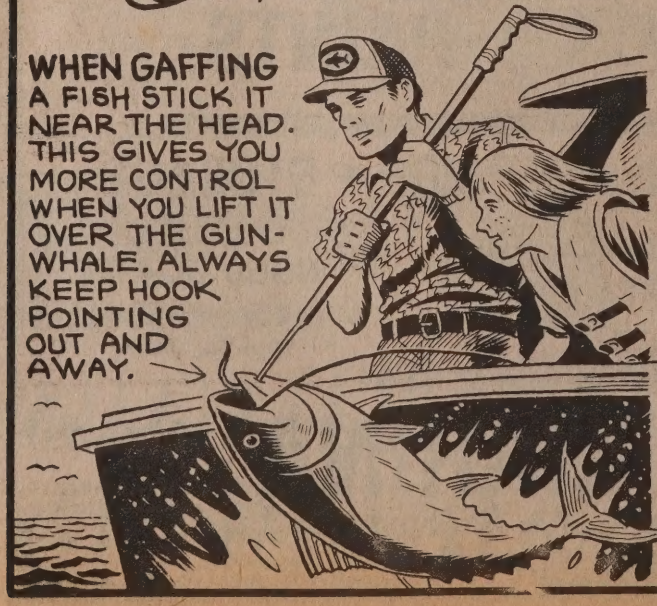
FOR FISHING WET FLIES, NYMPHS AND STREAMERS WITH A *SPINNING OUTFIT* ADD A HARDWARE LURE TO YOUR LINE FOR CASTING WEIGHT - AND ALSO AS AN ATTRACTOR THAT AROUSES TROUT OR BASS.



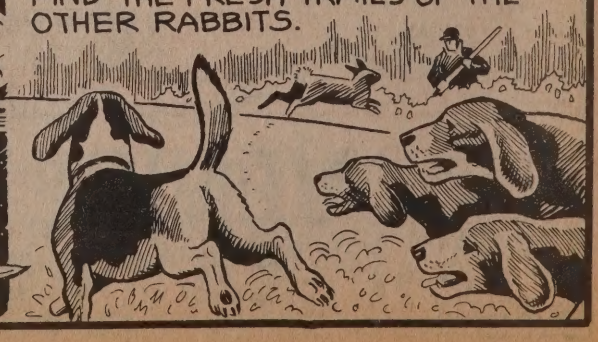
SNAG PROOF BAIT RIG FOR FISHING ROCKY OR DEBRIS STREWN BOTTOMS.


FLOATING JIG HEAD KEEPS BAIT ABOVE SNAGS.
LINE TO ROD
THREE WAY SWIVEL
IF SINKERS HANG UP, A STEADY PULL STRIPS THEM OFF DROPPER. REPLACE SINKERS AND YOU ARE BACK IN BUSINESS!
DROPPER LINE
SPLIT SHOT SINKERS

WHEN GAFFING A FISH STICK IT NEAR THE HEAD. THIS GIVES YOU MORE CONTROL WHEN YOU LIFT IT OVER THE GUNWHALE. ALWAYS KEEP HOOK POINTING OUT AND AWAY.



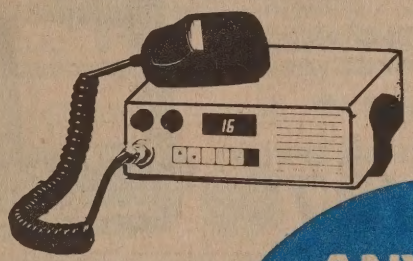
YOUR BEAGLES WILL PROBABLY FIND MORE RABBITS IN A GOOD AREA IF YOU DON'T SHOOT THE FIRST ONE OF THE DAY RIGHT AWAY. LET THE DOGS RUN IT FOR AS LONG AS POSSIBLE TO STIR UP OTHER NEARBY BUNNIES. THIS MAKES IT EASIER FOR THE PACK TO FIND THE FRESH TRAILS OF THE OTHER RABBITS.



SEE IT FOR LESS

At The '85 Boat Show

Ray Jefferson 5100 VHF Radio Telephone

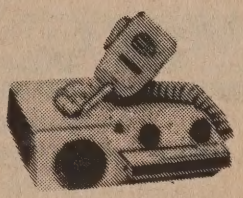


Fully synthesized all U.S. Channels including four Weather Channels. Full 25 watts of power scans, all 63 channels, all enclosed in a watertight case.

List $449.95

Standard Ltd VHF Radio Telephone

Fully synthesized and pre-programmed with the most popular 24 receive and 21 transmit channels. A compact, rugged performer with 100% solid state circuitry and a full 25 watts of power.



List $380.90

WITH FREE ANTENNA

ANY ITEM ON THIS PAGE!!!

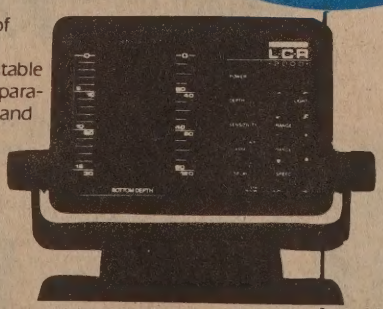
$199

YOUR CHOICE!!!

ASK ABOUT THE LIFETIME SERVICE POLICY!!!

Hummingbird LCR 2000 Liquid Crystal Recorder

All new completely waterproof state of the art recorder. Unit features 4 depth ranges, adjustable audible alarm, full 6" target separation swivel mounting bracket and transom transducer.

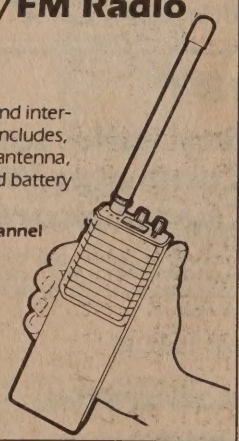


List $398

Ray Jefferson Handheld 878 VHF/FM Radio

All 78 channels (domestic and international) plus 4 weather. Includes, carrying case, rubber duck antenna, rechargeable battery, Nicad battery charger.

Every Domestic & International channel in the palm of your hand.



List $449.95

#1 Location For All Your Skiing & Boating Needs!

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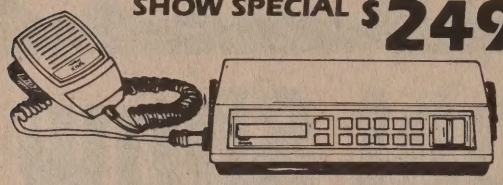
197 So. Service Road (Exit 48 LIE), Plainview, 249-4555

King 7000 VHF Radio Telephone

The smallest, lightest VHF on the market ! Receives **90 Channels** , transmits 55, and, has 9 weather channels. A full 25 watts and digital technology make this the best VHF on the market.

List $499

SHOW SPECIAL $249



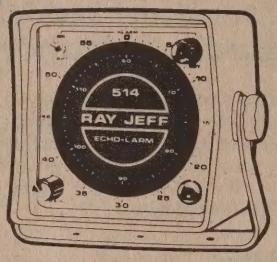
Standard Horizon Maxi VHF Radio-Telephone

Solid state, microprocessor control. Transmits and receives 55 channels plus 6 weather. Full channel scan capability or scan only those preselected and stored in memory. "Dual Watch" mode monitors channel 16 and one other preselected. Keyboard control and channel 16 override button. Slanted, reversible control panel permits mounting in any position.
Ship weight 10 lbs.

List $499.95

SHOW SPECIAL $279

Ray Jefferson 514 "Echo Alarm" Depth Finder



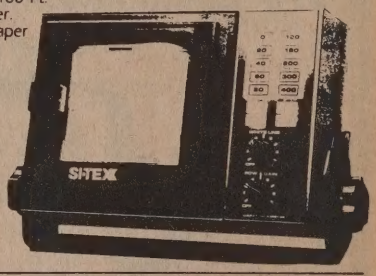
Two Ranges: Reads to 60' on Outer Scale—from 60' to 120' on Inner Scale. Will read deeper under favorable conditions. Audible alarm may be set anywhere between 3' and 59'. Includes 200khz. transom mount transducer.

List $219.95

SHOW SPECIAL $99.95

Sitex Computerized Recorder HE-357 MK II

Nine separate ranges plus bottom zoom make this simple to use recorder a big hit. Clear accurate readings to 400 Ft. On 4 inch cassette loaded paper. Features clean echo, variable paper speed, night lighting and more. Includes 107khz. transducer.

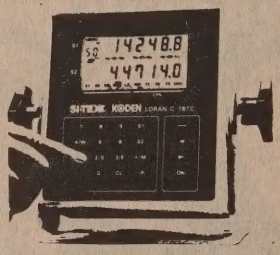


List $649

SHOW SPECIAL $379

Sitex 797 Loran C

Our most popular Loran is now new and improved. It is easier to read and program than ever before. Features include 50 waypoints, 10 instant memories, dual display, Lat/Long, Compunav, Speed made good and much, much more. Includes coupler.



List $1,095

SHOW SPECIAL $699

Standard Horizon USA VHF Radio-Telephone

The most popular VHF on the market. Fully synthesized with 46 transmit and 50 receive channels. Rotory channel selector, large green LED display. Reversible front panel enables mounting almost anywhere. 25 watt to 1 watt switch for in harbor use.
Ship weight 10 lbs.

List $449

SHOW SPECIAL $249

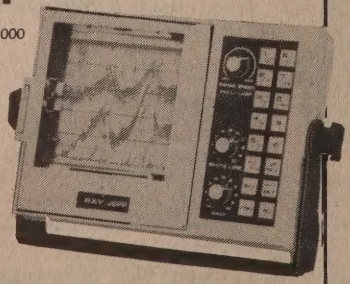
NEW

Ray Jefferson MX-2500 Computer White Line Chart Recorder

Compute your own depth range. Over 150,000 combinations from 3' to 2500'. Cartridge loading complete with 200 Khz transducer. Ship Weight 18 lbs.

List $699.95

SHOW SPECIAL $329

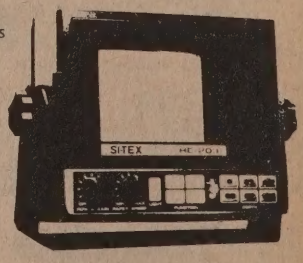


Sitex Miniature Chart Recorder HE-203

Finally a quality miniaturized recorder for those hard to fit installations. Reliable to 120 Ft. with 5 depth ranges and selectable mid-range zoom. Features variable paper speed, night light, cassette loading and 107khz. transducer.

List $399

SHOW SPECIAL $249



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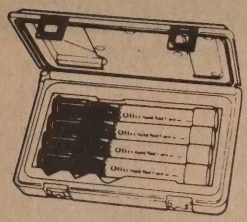
197 So. Service Road (Exit 48 LIE), Plainview, 249-4555

LOCATER® Marine Signal Kit

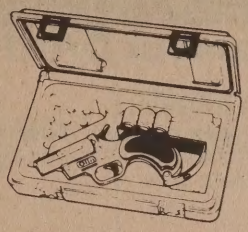


- Meets minimum U.S. Coast Guard day/night requirements
- 2-minute burn time, 500 candlepower
- Colorful label with illustrated instructions for fast, easy use
- Watertight carry/storage case floats fully loaded
- Built-in hand grip for carrying ease
- Compact for easy storage
- Compliance seal included

Ship weight 5 lbs

List $19.95
SHOW SPECIAL $10.88

ALERTER® Marine Signal Kit



- Meets U.S. Coast Guard day/night requirements
- Convenient bandolier with 3 red meteors plus space for 3 more.
- 6-second burn time, 250' altitude, 10,000 candlepower magnitude
- Watertight carry/storage case floats fully loaded
- Built-in hand grip for carrying ease
- Compact for easy storage
- Compliance Seal included

Ship weight 5 lbs.

List $26.95
SHOW SPECIAL $16.88

12 Gauge ALERT LOCATER® Kit

Meets all Coast Guard day/night requirements **plus** the added protection of 3 hand-held red flares. Canister will float fully loaded! Includes:

- 12-guage launcher with bandolier
- 3 12-guage meteor flares
- 3 hand-held red flares
- Watertight, floatable canister with storage space for extra signals
- Compliance Seal included

Ship weight 6 lbs.

List $42.95
SHOW SPECIAL $24.88

rule BILGE PUMPS

Make It A Rule To Get The Best!

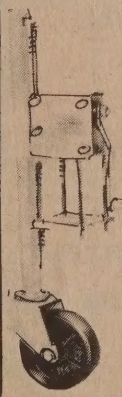
Rule submersible bilge pumps have set the standard for the industry for many years and are the first choice of yachtsmen and commercial fishermen throughtout the world. More innovations in bilge pump design have come from Rule industries than any other manufacturer.

450 g.p.h. Model 25

List $27.00
SHOW SPECIAL $10.88

Larger Sizes Available

Fulton Trailer Jack



500 lb. capacity in a fast acting easy to crank jack. Self locking worm gear holds jack at desired level. Lifts to 24" from ground to top of trailer tongue with 17" of gear travel. Zinc plated finished resists rust and scratches. Large 6" polycarbonate wheel for easy maneuvering. Ship Weight 18 lbs. **Stock #1800650**

List $86.15
SHOW SPECIAL $44.95

Outboard Gas Tank *by Mirax*

6 Gallon Capacity
Heavy Duty Plastic Construction
Convenient Carry Handle

Ship Weight 5 lbs

List $29.99
SHOW SPECIAL $14.88
Fitting Extra

Airguide Compass Savings

The Ever Popular Model 66 Mount Anywhere Compass

66W

Sports styling, popular direct card reading. Cycolac case and bold anodized aluminum bracket for weather resistance. Movable sunshade, jeweled movement. Installs atop deck or console, on face of dash or bulkhead. Red illumination, internal compensators. Nonglare finish. 4¼" wide. 5¼" high. Available in black or white. Please specify when ordering.

Ship weight 4 lbs.

List $36.95
SHOW SPECIAL $19.99

The Rugged Model 88B

Heavy duty diecast metal casting. Contra spin jeweled movement with aircraft type compensators. Has a direct reading dome type card ideal for large and small boats-power or sail. Compass can swing free in bracket or be locked in any position. Illuminated. 4⅝" high, 3⅜" dia.

List $46.50
SHOW SPECIAL $28.99

Model 57B

The Little Compass That Does a Big Job

Direct reading dome-type card for easy visibility. Removes easily from bracket for storage. Built-in compensators. Compass and bracket both finished in matte black. Measures only 3⅜" wide and 3¼" high. Ship weight 1lb.

List $19.95
SHOW SPECIAL $12.99

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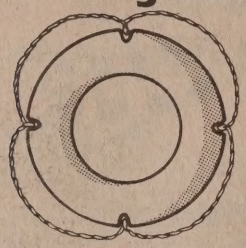
197 So. Service Road (Exit 48 LIE), Plainview, 249-4555

SAFETY FIRST!

20" Ring Buoy

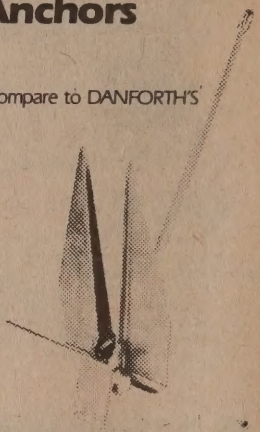


U.S. Coast Guard approved Type IV throwable device, required on all boats 16' and over. Soft resilient to the touch. Will not rot or mildew and may be easily cleaned with soap and water. All white.
Ship Weight 4 lbs.
Stock #109020

List $33.95
SHOW SPECIAL $21.95

Famous DANFORTH® Anchors

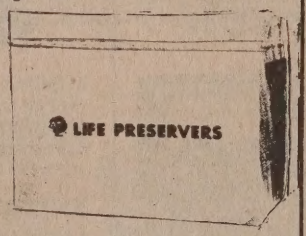
The worlds most trusted Anchors. No other Anchor can compare to DANFORTH'S holding power. Don't be fooled by "look alike" Anchors.



MODEL	USAGE	LIST	NOW
4S	10'-16'	$16.27	$9.88
8S	16'-24'	$31.67	$18.88
13S	24'-30'	$51.23	$29.88
5H	up to 24'	$63.00	$42.88
12H	24'-38'	$107.00	$69.88

LIFE JACKET STORAGE BAG

White vinyl fabric packed case with plastic zipper and handles. **Hold up to 6 AK1 life jackets.** Red lettering identifies bag. Coast Guard requires life jackets to be in like-new condition and readily accessible—this bag is the answer.
Ship weight 1 lb.
Stock# 25 425



List $19.95

SHOW SPECIAL $9.88

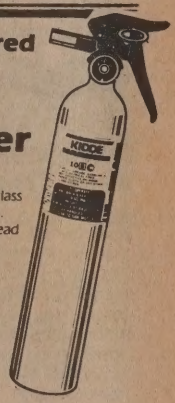
Signal Tone Hand-Held Horn

Gives loud clear signals, attracts attention in an emergency - also used for bridge signals. Complete with 14 oz. freon canister and trumpet head with non-leak valve.
Ship Weight 2 lbs.

List $13.99

SHOW SPECIAL $6.88

Minimum Required Protection 10B:C Fire Extinguisher by Kidde



U.L. rated for flammable liquids (class B) and electrical fires (class C) U.S. Coast Guard approved. Easy to read guage, rust free, lightweight aluminum cylinder.
Ship Weight 6 lbs.
Stock #280-7213

List $17.95

SHOW SPECIAL $9.88

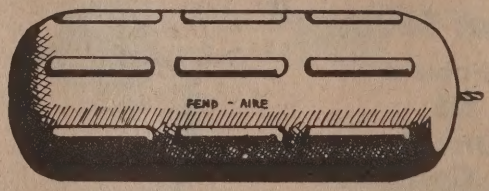
BOAT CUSHIONS

Kapok sealed in a heavy duty vinyl leatherette. Interlocking mildew resistant nylon webb grab handles. Available in White or Blue

List $13.99

SHOW SPECIAL $8.49

H-T-M Boat Fenders by Wellington Puritan



The finest boat protection available **guaranteed** for the lifetime of the original purchaser. Inflatable so they may be adjusted to any degree of softness or firmness to meet specific needs. Hole-through-the-middle allows fender to be hung either vertically or horizontallyl one-piece thick-wall construction of special marine grade vinyl for durability and long life. White only. Comes with line in appropiate length.

SIZE	LIST	SHOW SPECIAL
6x16	$28.50	$18.99
8x22	$43.95	$28.99
10x28	$66.50	$39.99
12x32	$93.95	$59.99

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197 So. Service Road (Exit 48 LIE), Plainview, 249-4555

Life Vests For The Whole Family!

The famous

Pee Wee Vest by Stearns

Life Jacket for 5-9 year-olds

A specially designed vest for children 2-9 years. U.S. Coast Guard approved. Closed cell foam insulation/floatation, won't mildew or waterlog. Nonrusting front zipper, quick drying. Adjustable at sides, between leg strap prevents ride up. Ship Weight 4 lbs.

Stock #-Color Coded to Age Group
#442205-Yellow - Age 2-5
#442507-Blue - Age 5-7
#442709-Red - Age 7-9

List $32.18

SHOW SPECIAL

$21.95

Children's Heads-up Vests

U.S. Coast Guard Approved Type II

A Type II vest with adj. waist strap, flotation collar and grab strap designed to keep the head up. Four security closure devices, waist belt, zipper, crotch strap and neck drawstring.

Two sizes - PW-001 Children under 30 lbs, PW-002 Youth 30-50 lbs

List $37.47

SHOW SPECIAL **$22.99**

Men's Sans Souci® General Boating Vest

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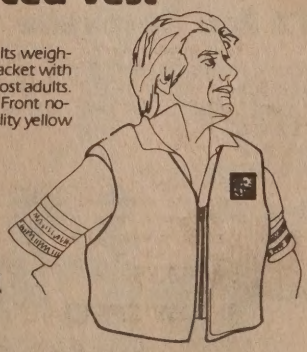

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Capacity: 800 lbs.
Boat Weight: 56 lbs.
Ship Weight: 61 lbs.
L.O.A: 9'2"
Beam: 5'

Reg $949

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TX 285 9' Tender

Three separate air chambers
Two exclusive patented Sevylor swivel oarlocks and drain plug.
Comes equipped with oars, pump and wood slatted floor
Horsepower Rating: 6 hp. Capacity: 800 lbs.
Boat Weight: 56 lbs. L.O.A.: 9'2" Beam: 5'

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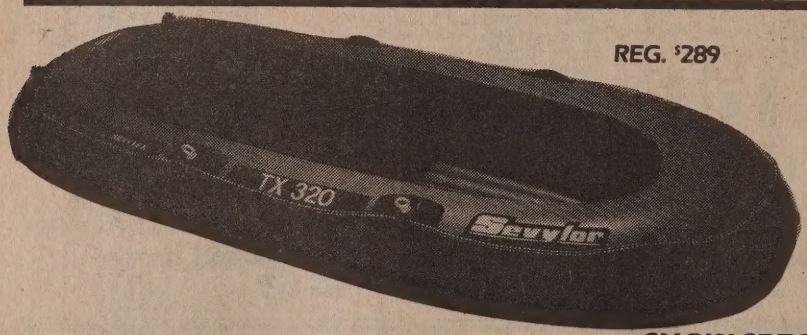

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TX 320 Caravelle

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Boat Weight: 31 lbs.
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Beam: 5'

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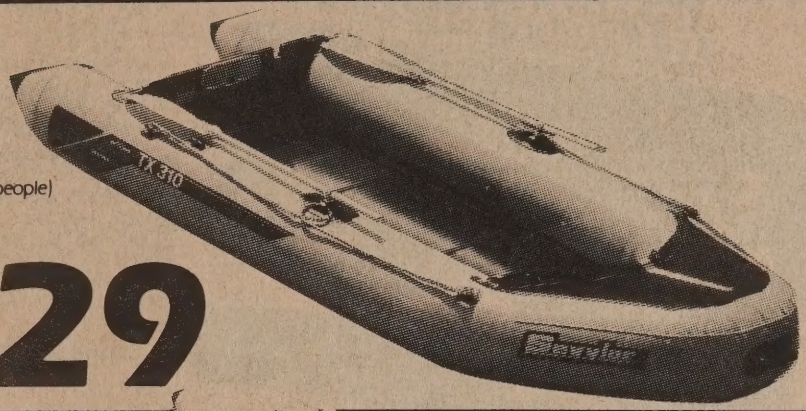

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Boat Weight: 87 lbs. L.O.A.: 10'4" Beam: 5'

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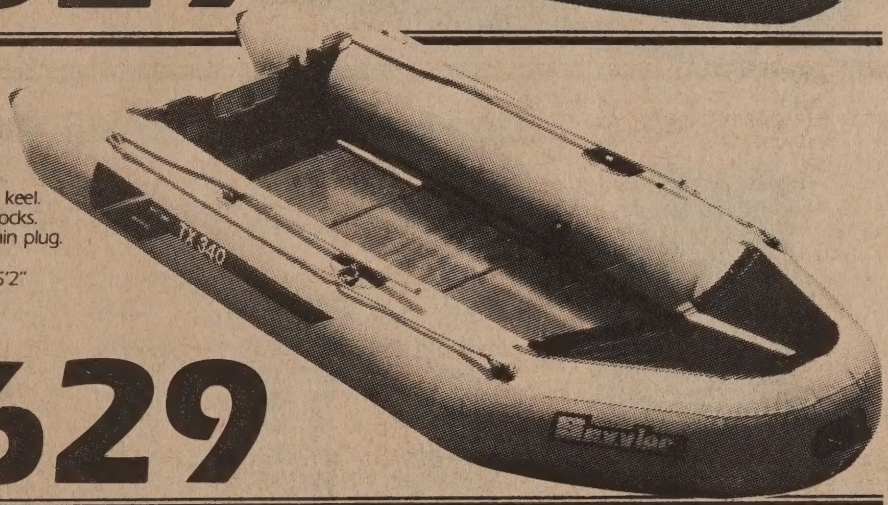
SHOW SPECIAL $529

TX340 11′ Runabout



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Boat Weight: 90 lbs. L.O.A.: 11'2" Beam: 5'2"

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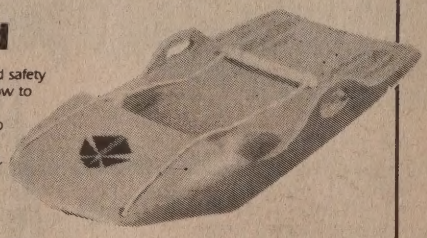

List $74.50

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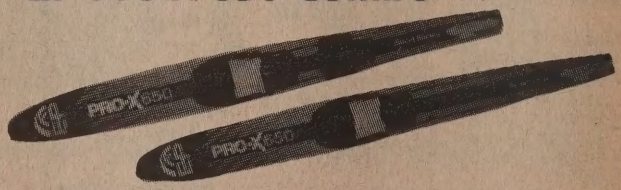

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TRAILERING TIPS

Part One—by Lou Truppi

The author has logged thousands of miles on his trailer rig and discovered some energy saving tactics in the process

A multitude of sportsmen tow all size boats to many places over the course of any given year. Towing your own boat can add versatility to your rig and broaden your fishing horizons. In fact, if you're the owner of a boat under 25 feet in length, chances are you already own a trailer.

Sooner or later we all get the urge to facilitate this desire to try new fishing grounds. One method is to charter a local boat if one is available. But, if you already own a trailerable boat, then bringing your own rig is well within reason. This is how I started 25 years ago. Since then I've trailered boats ranging in size from 12 to 26 feet in length up and down the Eastern Seaboard. Perhaps in all I've trailered various rigs a good 50,000 miles. Believe me, in some instances I've learned the hard way, but for the most part, periodic maintenance and common sense can make trailering your boat a pleasant experience. I'd like to offer some suggestions and tips I've learned through the years to help the beginner or perhaps the individual who is considering moving up to trailering a larger boat.

First, and perhaps most important, is trailer choice. Rule of thumb has been to purchase all trailers with carrying capacity to spare. This capacity may vary from a mere hundred pounds for the small boat (those under 500 lbs. in net weight), to upwards of 2,000 lbs. above the net weight for the big rigs that weigh over 3,000 lbs. By net weight I do not mean just the weight of the boat's hull. Trailering net weight should include the hull weight with fuel on board and engine or engines on the boat. In other words, all mandatory boat components that will always remain intact should be included when a trailer selection is to be made. Then, and only then, can a suitable capacity trailer be considered.

Let's say your present boat's weight is 3,000 lbs. If outboard powered, then a 200 hp engine weighs 350 lbs. The boat's fuel tank holds 100 gallons, this equals approximately 700 lbs. Added up, the total trailering package weighs a hefty 4,000 lbs. If you were to purchase a 4000 lb. load capacity trailer, you could be inviting trouble. Another factor that many trailering boatmen and trailer sales people are not aware of, is that once that rig is rolling the trailer's load range diminishes at speeds over 40 mph. So, if your trailered rig is maxed out at 4000 lbs., and your trailering speed is 50 mph, then the trailer carrying capacity can lessen by as much as ten percent. To offset this factor, always opt for the biggest tires the trailer can handle. Needless to say, you should seriously look for a trailer make that offers this large tire. Assuming you're in the market for a rig, pay attention to the capacity and suitability of the trailer for your intended needs. If you are a freshwater

(Continued on next page.)

Author's Robalo is driven onto his "float on" trailer while still under power. All tackle and other necessities remain aboard.

angler, then a painted frame might suffice, while the saltwater fisherman should consider an aluminum or galvanized frame. So-called package deals offered by many retailers often will include a cheaper trailer, so the final price is more attractive. Savings now could spell future expenditures and troubles later.

Perhaps the prerequisite to all your trailering ambitions should be closely aligned to what your trailering vehicle can safely haul. There is absolutely no sense to purchasing a big rig if your vehicle cannot handle the towing duties. Exercise care when towing any size boat with a small engine vehicle. This can often lead to lugging, excessive drive train wear and reduced engine life. The sub-compact cars proliferating in today's market can suitably handle up to 1500 lbs. when towing. If you plan on towing with a small car, then exercise more than the usual caution when choosing the trailering package.

Two other factors to consider when selecting your trailer would be your boat's hull style and length. A deep V hull will not always fit a standard style trailer. The hull when resting on any trailer should have its weight evenly distributed on the roller or bunks. Hull damage can result from an incorrect fit. The other factor is boat overhang. Most cases the boat should not extend more than a foot beyond the trailer to maintain proper support.

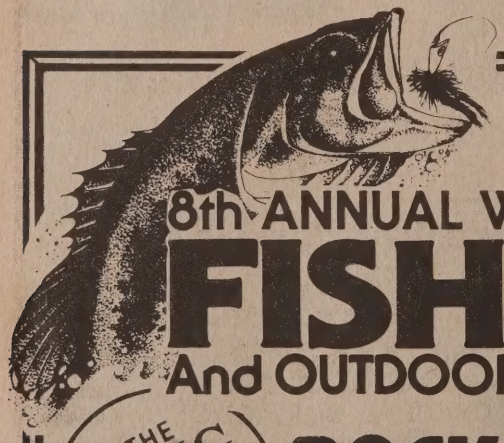
Styles of trailers can be important if you're going to be towing one of the bigger boats. A drop-bed trailer makes launching and reloading easier and reduces vertical height on the highway. If you tow a biggie, always keep vertical clearances in mind. Problems with improper trailer choice on the big rigs becomes increasingly more evident than with the small rigs.

Two styles of big boat trailers stand out from all the rest. These are the EZ Loader and Float-On models. Points to ponder when making the style choice can be based on several factors. The Float-On trailer handles the big hulls excellently. Their speed in loading and unloading is unequalled. Even their simplistic styling makes for less problems. They eliminate the need for a winch, tie down straps and rollers. The boat is simply driven on and off and is cradled securely in the trailer's V berth bed for trailering. A bow-eye hook-up with a safety shock absorber secures the bow while a low center of gravity and two guide bars lend horizontal hull support. Lights are mounted high on the guide poles for added safety. The trailer's body is aluminum so rust is not a factor. Perhaps the only drawback to this style of trailer is that the big boat owner must utilize a four-wheel drive vehicle when using this trailer.

The second style is probably the most popular trailer in use today: the EZ Loader. This trailer can handle many boat sizes, although its features aren't really required by light hulls. This design simply encompasses the use of multiple rollers to conform to the hull shape while exhibiting the ability to roll rather than drag the hull onto the trailer. Reduced drag and easier loading is evident in this trailer due to the roller system. Another advantage of this trailer is that full size 15'' tires and rims are available. This trailer, however, utilizes a winch and boat must be strapped in position. Unlike the Float-On trailers, they are not available in aluminum and do not have to be submerged to launch and retrieve your boat. Except with the really heavy rigs, a two-wheel drive vehicle may be used to trail and launch without too much difficulty. However, it's been my experience that if you intend to trail or launch big rigs, then by all means get yourself a four-wheel drive vehicle and you will avoid many problems.

When picking out that trailer, no matter what the style, bear in mind that single axle rigs are for smaller boats. Even a 20 footer can call for a dual axle trailer. If you decide to tow a really big boat, those up to 28 feet, then a tri or four axle trailer may be needed. Remember, multi-axle trailers can handle heavy loads better with less tire wear. With the big trailer, you have room for extras—a spare tire, an emergency box with light, tools, trailer jack, light bulbs and repair items.

Other points to consider is that



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bolsters under chines should retract for launching. You want a catwalk even on small trailers with a non-slip surface. Many skippers who use a winch will launch with it out of gear, so the cable is pulled out to the trailer's end. It is simply unhooked from the boat's towing eye and hooked to the trailer, instantly ready for reloading at day's end. Self-adjusting roller guides make loading easier. (These are available on all EZ Loader style trailers.) In a strong crosswind you may want someone to hold a stern line from a finger dock, if there is one, to keep the boat aligned.

If possible, opt for the new lube shaft rollers available with grease fittings. A shot of lube now and then keeps rollers from freezing.

The next item rates on equal importance with that of a spare tire. These are wheel bearings. I know from personal experience the time to obtain wheel bearings is before you need them! I'm sure we've all witnessed the wheel-less trailer with the $20,000 boat on board parked off the side of some super highway or roadway any time of day and night. Maybe he had a flat and was caught without a spare or the other possibility, a wheel bearing went. In either case, for lack of preparation you can jeopardize your expensive boat and you can be led into some dangerous traffic situations that endanger the lives of both you and your family or friends. Motto: Be Prepared; carry spare wheel bearings, grease and proper tools to do the job whenever the need arises. In this case, an ounce of prevention is certainly worth that pound of cure.

Prevention in the form of wheel bearing grease fittings, commonly known as bearing buddies. These fittings are easily installed when existing trailer hubs are removed. A spindle seal is added. The seal is nothing more than a plate with a spring and a ring. It keeps the grease under pressure and the bearing buddy allows you to add grease easily with a grease gun.

While all these extras may not be required on the small rigs, you should at least get used to checking the wheel bearings periodically. On the big trailers where the wheels may constantly be submerged, it is an absolute necessity to check them.

All the big rigs should have brakes. Boats weighing in excess of 2000 lbs. and not truck-towed should include a trailer with brakes. Many state vehicle towing laws provide that towing certain load weights, your trailer must be equipped with some form of brakes. There are two basic braking systems associated with trailer use. They are surge and electrical. Electrical brakes have to be tied into the auto's electrical system, surge brakes operate on the trailer. Whichever you select, purchase the trailer with the brakes factory installed, if possible.

Next week, we'll discuss trailer hitches, ramps, driving techniques and other info about trailering a rig.

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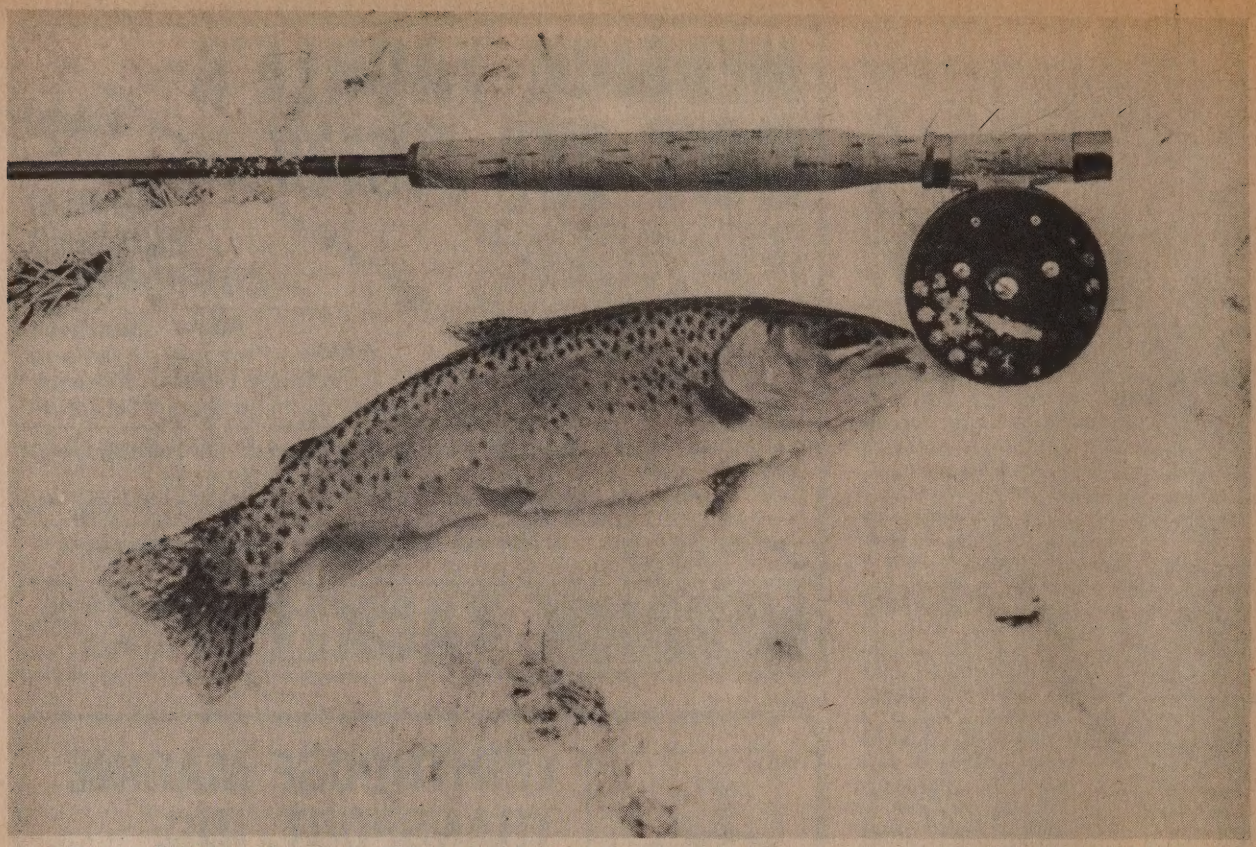


WINTER ON THE "LIMESTONES"

by Lefty Kreh

Pennsylvania's renowned limestone streams beckon to winter weary trout fans from the Metropolitan area.

Most off-season fishing is really a substitute, something that you do because you just have to blow off steam. That's exactly how I view ice fishing. Many of us drill holes in the ice, drop a bait or lure through it and sit there half frozen—hoping to catch something that in warmer weather we probably wouldn't fish for. Other off season examples come to mind, all convince me that if we had our choice, we'd really fish at a different time, or at least in a different manner.

The limestone streams of south central Pennsylvania are famous. In fact, for their size, they have probably had more stories written about them—even books—than any other moving water in this country. Much of that publicity has been justified.

The streams I'm talking about are those in the general area of Carlisle and Chamburg: Letort, Big Spring, Falling Spring and Green Spring. The first three are very well known—and hard fished, too. My favorite is Green Spring. Many anglers who visit the other three have never tested Green Spring's waters—they've been missing something.

These streams are unique. They get their name because the source of each is underwater springs of considerable volume that flow through the rich limestone strata lying below the surface. The water picks up enriching minerals. The springs emerge from the ground in such volume that each forms a full blown trout stream. Their mineral content promotes the lush growth of various aquatic weeds, such as water cress and elodea.

These weeds furnish a perfect habitat for various underwater insects, plus holding cover for the trout living there. Because each stream originates from giant springs, the water temperature emerging from the earth is somewhere near 50 degrees, winter and summer. With a stable water temperature, plus ample food and substantial cover, you have one of the finest natural habitats for trout in the East.

All four of these streams hold some brook trout (the only fish native to these waters), rainbows and the toughest to catch and biggest trophies: brown trout. Nearly all of the publicity surrounding these limestone streams has concerned fishing wth dry or terrestrial flies. In fact, it was on the Letort that Charley Fox and Vince Marinaro developed the concept for using terrestrial imitations to take fish.

Unfortunately, for most anglers who have fished these waters, they come in the spring, test the fish through early fall and leave until next year. This is considered the "normal season" for trout fishing on the lime-

stones—as it is in other waters of the state.

But actually, the best fishing here is enjoyed by only a handful of the better informed fly fishermen. Incidentally, because of the dense weed growth in these streams, they really lend themselves best to fly fishing.

But is is the winter when the best fishing occurs on these limestones—despite it being considered the off season. Remember, the water emerges from the ground at about 50 degrees—winter, spring, summer and fall. It remains near that temperature some distance from its source. So far as the trout are concerned, they don't experience much difference between the seasons, other than during the warm months they have more terrestrial or flying insects to feed upon.

There are a number of advantages to fishing the limestones in the winter. Anyone who has carefully stalked a trout during the summer and had someone else walk up and frighten it, or tried to fish shoulder-to-shoulder during a trico hatch, knows the frustration of too many anglers on too small a stream. This problem disappears in the winter. You might fish several days and never see another person.

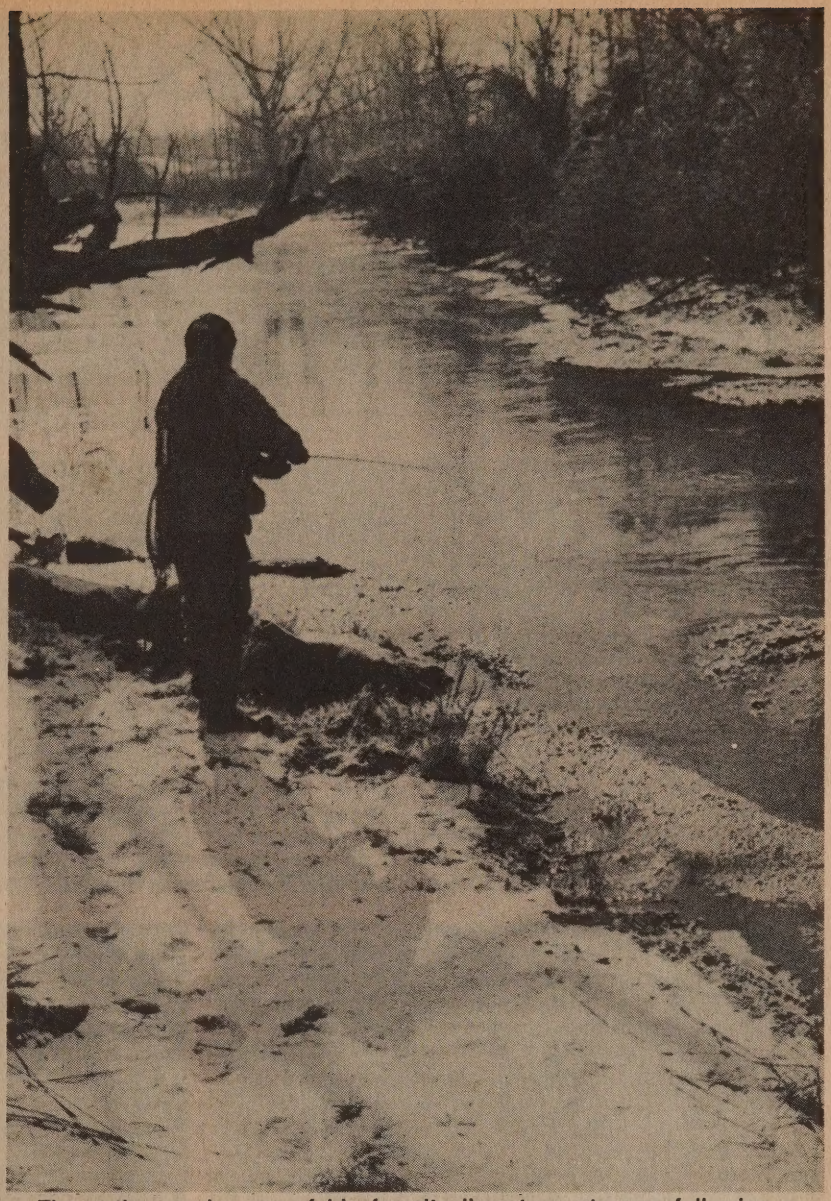
When snow covers the ground most trout fishermen hang up their rods and sit by the fire, reading about their sport. But this is the time that you can really take trout from the limestones.

Another advantage is the reduction in weed growth. During the warmer months the aquatic weeds grow so profusely that they literally force the water outward and over the banks. At the end of summer these streams may be twice as wide and water running well up on the meadow banks.

Winter kills off the weeds that are exposed and the water contracts back into its normal creek channels. This serves to concentrate the trout, making it easier to locate them. In fact, one of the joys of wintertime fishing the limestones is that you are actually sight-fishing, much as you would for bonefish. By carefully stalking along the banks and searching (I carry a pair of light field glasses to aid me), you can see the trout either holding alongside cover, or searching for food. By planning your stalk and presentation you increase the pleasures of catching them.

In the summer there may be tricos on the water or perhaps there's a sulphurs hatch. When hoppers are falling into the streams, you should be using such imitations. What to use that will trick these smart trout during the warm months can be a problem not easily solved.

But in the winter there is no such problem. Since there will be no terrestrial insects falling into the water, and you'll find almost no aquatic insects hatching, the trout will be looking for what is their money-in-the-bank food. This is two underwater insects, freshwater shrimp and cress bugs, sometimes called sow bugs.



The author works one of his favorite limestone streams following a February snowfall.

During all the colder months they will eat almost exclusively these two insects, and that's the only two imitations you need cast. You can purchase these flies from any major tackle shop, or you can easily make your own. I'd suggest having both patterns in sizes from 12 to 18. A size 16 is perhaps a day-in and day-out, the best all-around choice. In fact, if you use a size 16 cress bug, it looks enough like a shrimp or a cress bug to fool trout into taking it. The flies don't have to be weighted.

The fishing technique is simple enough. Carefully walk upstream along the bank, looking for holding fish. You will also find cruisers. These are trout on the prowl for cress bugs or shrimp. They will glide over the tops of the weed beds looking for their prey. They can also be seen banging into the weeds, loosening the bugs from their hideaway. Then the trout will drop back and gulp down the insects as they float downstream to them.

When you see cruisers or what I call rooters, a well placed imitation two feet in front of the fish is like rolling a wine bottle into a jail cell—you're not going to get it back without an argument.

Most of the time it's best to roll cast, because the fly is kept wet, and sinks quickly; it also results in a quieter presentation. Too much false casting dries the imitation, so that when it hits the water it often floats too high and doesn't get down to the fish.

Polarizing glasses are an asset for this kind of fishing—as often are a pair of gloves. But this is the very best time of the year to fish the limestones.

You can obtain more information concerning these limestone streams by writing to the Penn. Fish Commission, P.O. Box 1673, Harrisburg, PA 17120.

GENESIS OF AN OFFSHORE MACHINE

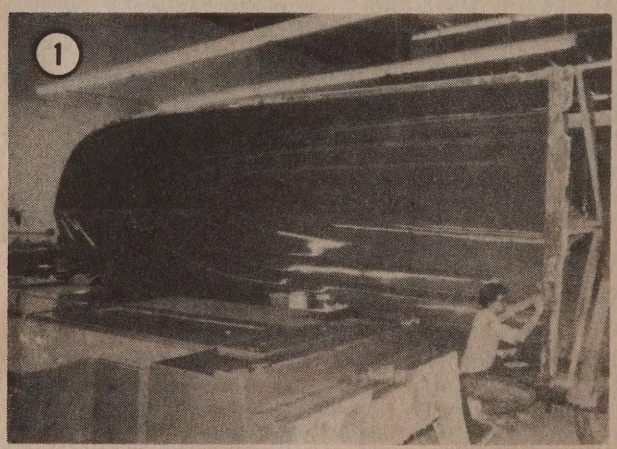
by John Raguso

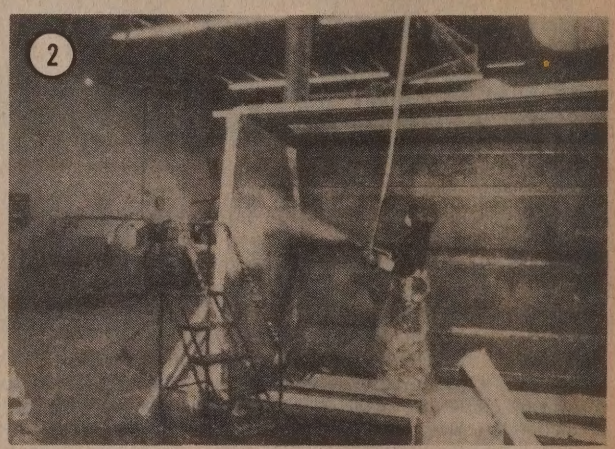
Have you ever wondered what keeps a fiberglass boat from splintering into pieces whenever you hit the business end of a 4 to 6 foot head sea? I know I have and I'm sure every fisherman/boater who wants to live to see his great-grandchildren has questioned what lies beneath that gleaming plastic gelcoat. When you put your life on the line venturing 30 to 50 miles offshore or more in a 21 to 28 foot amalgam of fiberglass and resin, you need more reassurance than just a blind faith in the boat builder's good intentions that the hull was designed to perform the task of bringing you home safely. To quote an old philosopher: "...The Atlantic is an unforgiving mistress that doesn't take too kindly to those who would toy with her charms."

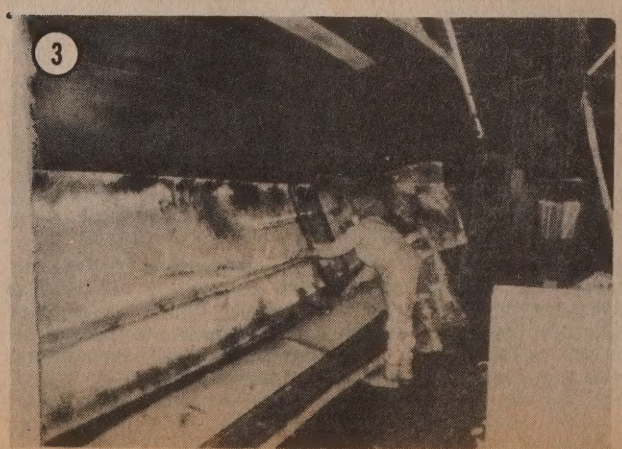
I've put to sea in a number of craft over the last few years that fell short of my performance expectations in adverse weather and sea conditions. I swore to myself that my next hull would be equal to anything that Mother Nature could dish out within reason. I also resolved that I wouldn't fall for all the "catalog hype" at the showroom, but would actually visit the factory to observe the construction process firsthand. After months of research, questions, owner satisfaction analysis and test rides, I settled on the Grady-White 240 Walkaround Cuddy for my chariot to the offshore fishing arena. Now, I'm not suggesting that this boat is for everyone's tastes, but it fulfilled my initial criteria for a safe design with a progressive vee hull, 100 percent hand layup construction, honest self-bailing deck, overboard-draining fish boxes, 150 gal. fuel capacity, good weather protection, foam flotation and a layout that allows **full use** of its 24 foot length.

I'd like to share with you my March, 1984 visit to the Grady White boat building facility in Greenville, North Carolina. It gave me some real insight into what makes a hull tick and by observing the various phases of construction, you can get an executive summary of how a real offshore middleweight takes shape. Certainly, Mako, Sea Craft, Tiara, Aquasport, Robalo, Boston Whaler and Hydra Sport share many of these manufacturing techniques, and are in the vanguard of making the finest "small craft" in the boating industry. But remember, no model has yet been constructed that is the perfect execu-

(Continued on page 62.)







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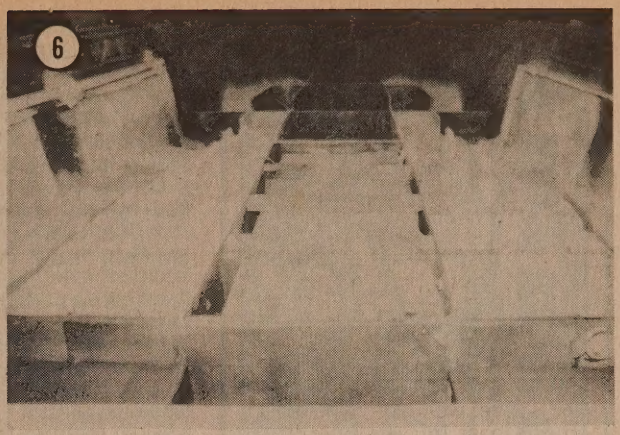
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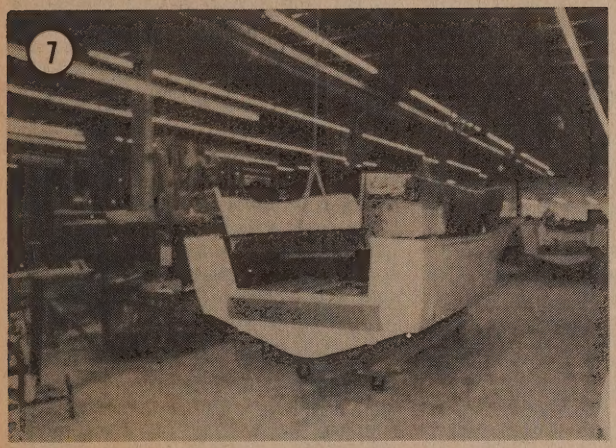
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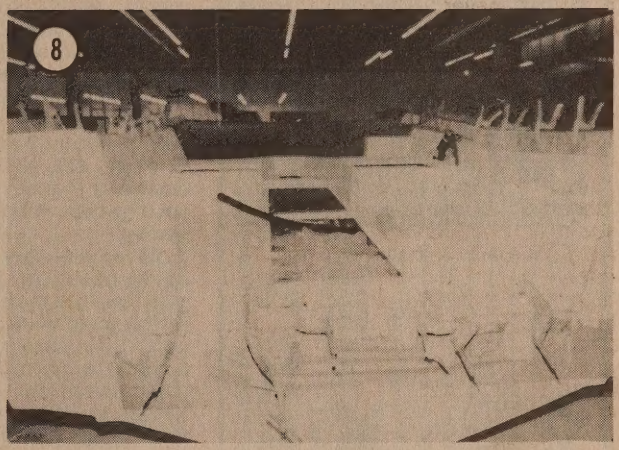
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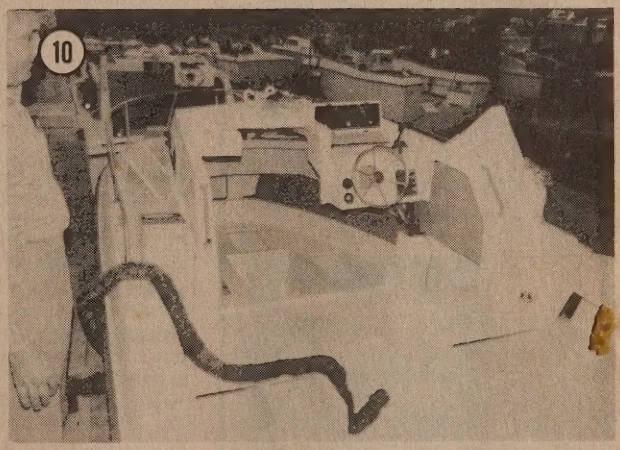
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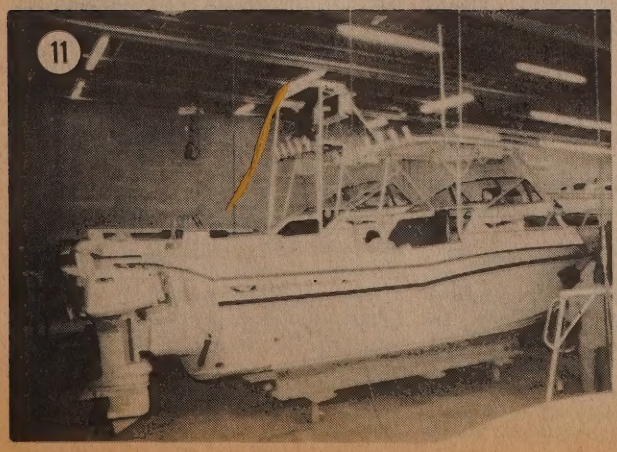
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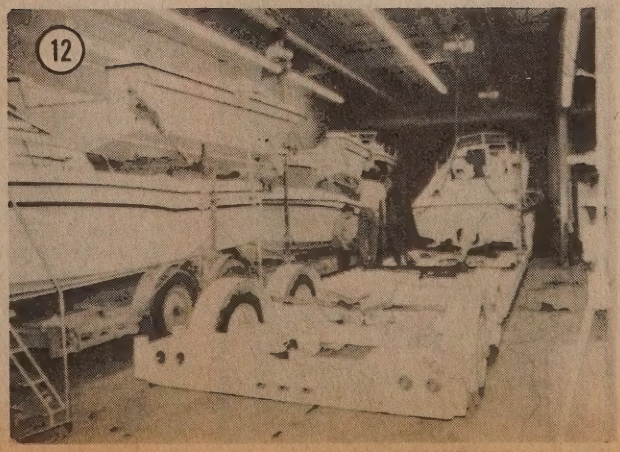
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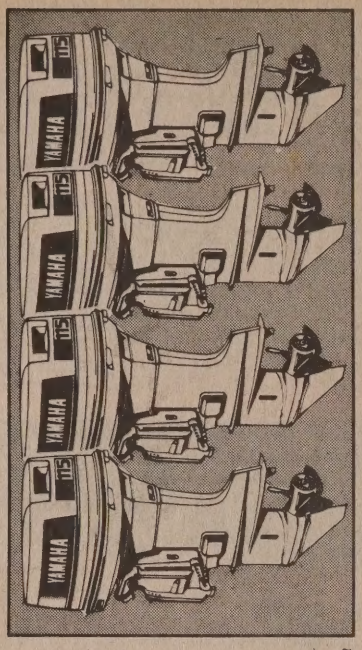

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tion for all applications. Every manufacturer seems to compromise one area to achieve superiority in another, and the prudent boat buyer lists what product attributes are most important for his fishing and safety needs in the search for the "ultimate hull."

Before we get into the pictorial step-by-step analysis, let's review some basic boat building terminology and then briefly discuss the theory of "contact molding" or the single skin hand layup process of fiberglass construction.

Fiberglass boats are actually a bit of a misnomer, as they should really be described as being fiberglass reinforced plastic. Theoretically, this process features fiberglass reinforcements which have a high tensile strength in a matrix of plastic resin which possesses a high compressive strength. The resulting marriage of these materials produces a net effect where the whole is greater than the sum of the individual parts. In plain English, this mixture of fiberglass and resin, if properly controlled, gives you the best of both worlds, and then some.

A conventional fiberglass boat is constructed by incorporating the maximum amount of fibrous reinforcement that the polyester resin can fully saturate. The resin is actually a thermosetting plastic that when combined with a catalyst (like M.E.K.), produces heat and causes the mix to gel suddenly after a set amount of time. This period is typically 20 to 45 minutes, depending on the ratio of resin to promoting catalyst and the environment's operating temperature.

The initial step in the boat building process is to develop a male plug of the intended hull design, around which a female mold will be constructed to duplicate the original shape to exacting proportions. The outside of this fragile mold is normally covered by an aluminum or metal shell for protection against damage and to guarantee its consistent lines. The plug material can be made of wood, but sometimes a finished boat hull is substituted as a form for the mold.

The next step is to spray a 20 to 25 mil thickness of gel coat into the mold, which has been waxed and polished, then coated with a special parting agent to encourage separation of the finished hull from the mold when construction has been completed. The gel coat material is actually a form of polyester resin which has been catalyzed so that it hardens inside the mold, and it provides the craft with that lustrous, mirror-like finish we have known to expect from fiberglass boats.

Once the outside layer of gel coat has been applied to the mold, this sets the stage for the alternate applications of fiberglass and resin reinforcement. Mat is a traditional bulk-building material that is used to add the required thickness and stiffness to the laminate. It consists of disorganized strands of chopped glass fibers held together in a sizing that is soluble in resin. Mat is normally employed immediately after the gel coat has been laid down to prevent the coarser patterns of the succeeding layers of fiberglass from printing through to the hull's outer skin. Woven roving is the thick, rug-like woven fabric that supplies the primary strength to the hull's fiberglass reinforcement. The tight weave is organized at 90 degree angles, with one going north to south and the other situated east to west. It is interesting to note that where the weight of woven roving or glass cloth is listed in ounces per square yard, the density of mat is usually given in ounces per square foot. If you want to give an honest comparison to the respective weight of these two materials, the numbers really equate to 24 oz. woven roving versus 13½ oz. mat per square yard. Fab Mat is a combination of single layers of 24 oz. woven roving and 1½ oz. mat which are held together by a light adhesive binding. Many boat builders find it convenient to use this material (especially in the transom or stringer areas) because it builds up the fiberglass reinforcement more quickly, and typically requires less resin to wet-out, thereby keeping boat weight down.

An alternate glass filler employed as a substitute for mat is chopped Strand Fiberglass which is applied with a chopper gun. Although the industry's leading boatbuilders avoid incorporating chopped glass in their hulls and decks due to its negative properties (it adds weight without strength, it's "brittle" and requires an expert to lay it in properly), many of the economy builders or companies trying to break into a competitive marketplace "chop" the mat layers of their hulls. This saves time on the assembly line by eliminating the separate steps of first hand-laying the mat filler and then wetting it out with resin. Another bonus of the chopper gun is that it's a cheaper way to go, since you're not using the numerous layers of mat to insulate your blankets of woven roving. In principle, the chopper gun is really a second generation tool which simultaneously sprays resin, catalyst and several strands of a woven fiberglass which it chops up in its internal mechanism. This blended mixture is then sprayed into the mold where it hardens to form a part of the boat's single skin reinforcement. Typically, one of the numerous strands of the fiberglass is given an "off color" so that the operator can sense any excessive material build-up by noticing the color change as this blend is applied by the gun. Best results are achieved by keeping the machine moving as smoothly as possible. Hence the uncertainty of the result of the chopped glass method from boat to boat, and the need for an experienced technician.

The following are the fiberglass layup schedules for the two fishing machines that made my final cut. The

information for the Mako 258 Cuddy is courtesy of Hugh Russ, VP of Mako Marine. The schedule for the Grady 24 Offshore Walkaround is compliments of Eddie Smith, Jr., President of Grady-White Boats.

Mako 258 Cuddy (Hull)
15-22 mil gelcoat
3/4 oz. mat
1½ oz. mat
1½ oz. mat
24 oz. woven roving
1½ oz. mat
24 oz. woven roving
1½ oz. mat
24 oz. woven roving

Grady White 24 Offshore (Hull)
20 mil gelcoat
1½ oz. mat
1½ oz. mat
1½ oz. mat
24 oz. woven roving
1½ oz. mat
24 oz. woven roving
1½ oz. mat
24 oz. woven roving

As you can see, although these numbers may seem like mumbo-jumbo, they are really a good indication of two well-built offshore hulls. The three solid layers of 24 oz. woven roving material give these craft tremendous strength to plow through an unforgiving sea. The five layers of mat will provide enough bulk and protection from print-through, and the 100 percent hand layup construction keeps unwanted weight out.

After you've narrowed your ideal fishing machine down to a few finallists, be sure to make a stop at your local dealer for additional facts and figures, suggested power combinations and an all-important demo test. Better yet is to hitch a ride with a buddy or fishing club member (if you belong to one) to get a real flavor for how your dream boat will perform in the offshore laboratory. By all means, write to the boat manufacturers and request specific construction details, even asking for a tour of the plant facilities. Most reputable boat builders who have been in business for awhile know that this personalized customer contact is a valuable tool that provides them with a direct conduit to what the buyers are really looking for in their boats. As an example, my communications wtih the Grady White folks resulted in a positive response to enjoy their Southern hospitalty while reinforcing my boat purchase decision. The crew down at Mako Marine in Miami, FL also extend this open door policy to prospective buyers. If you're serious about spending 25 to 30 Grand on one of these machines, Ask! You've got nothing to lose.

For those of you who would like to learn more about the fiberglass construction of small to mid-sized boats, drop me a note c/o The Fisherman and I'll send you a list of articles. Be sure to include a stamped, self-adressed envelope.

Photo One: Worker inspects and makes minor repair to mold so that the imperfection will not print through to the finished product. The next step is to wax and polish the inside of the mold to facilitate the hull's removal when construction is finished. Next, approximately 20 mils of white NPG gelcoat will be sprayed into the mold in a special dust-free room. Now the process of building the boat "from the outside, in," will begin.

Photo Two: This worker is "wetting out" a layer of 24 oz. woven roving material in the boat's transom with polyester resin sprayed from a "continuous supply" resin gun. Grady-White is one of the few companies that employs this continuous system in lieu of the 55 gal. drum, the advantage being that the workers won't "run dry" of resin in the middle of a job.

Photo Three: Here, a layer of 24 oz. woven roving is being "hand-laid" with rollers to fit the contours of the hull's keel, strakes and chine.

Photo Four: In this photo, a technician strips off a layer of 1½ oz. mat material that will become part of this hull's fiberglass reinforcement. Note how the mat and woven roving are stored on rolls until ready for use. Plywood stringers are then set into place while the hull is still curing in its mold. This will guarantee its final shape and integrity.

Photo Five: The wood stringers are impregnated with resin and then glassed over to the hull with Fabmat (combo of 24 oz. woven roving and 1½ oz. mat).

Photo Six: The main gas tank has been installed and foam flotation sprayed into the hull's stringer cavities and sides. This provides strength, insulation and flotation, but it's not a Coast Guard requirement on boats longer than 20 feet in length.

Photo Seven: Once the foam has cured and expanded, the one-piece inner liner (deck) is lowered into the hull and secured via gluing, screwing and stainless steel bolts.

Photo Eight: Notice the clamps that secure the inner and outer hulls during the bonding process. The gas tank filler hoses have already been installed.

Photo Nine: The third piece of the puzzle, the cabin top and gunnel mold, is ready to be joined to the hull, thereby completing the major framework.

Photo Ten: In this photo, the hull is complete and the bow rail installed. The teak door and bulkhead, windshield and seats are next in queue, all under the watchful eye of Grady-White's Sales Manager, Jim Stoneman.

Photo Eleven: Here's the finished product, with a twin Sea Drive 24' Walkaround sporting a hardtop while an outboard version is fitted with a factory-installed tower.

Photo Twelve: Grady White delivers their boats using their own trucks and drivers, as do Mako and Tiara to name a few.

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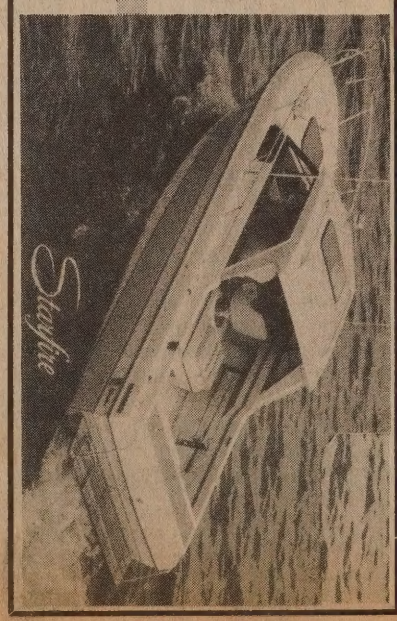


COD ON THE "ROCKS"

by Capt. Vic Torgrimsen

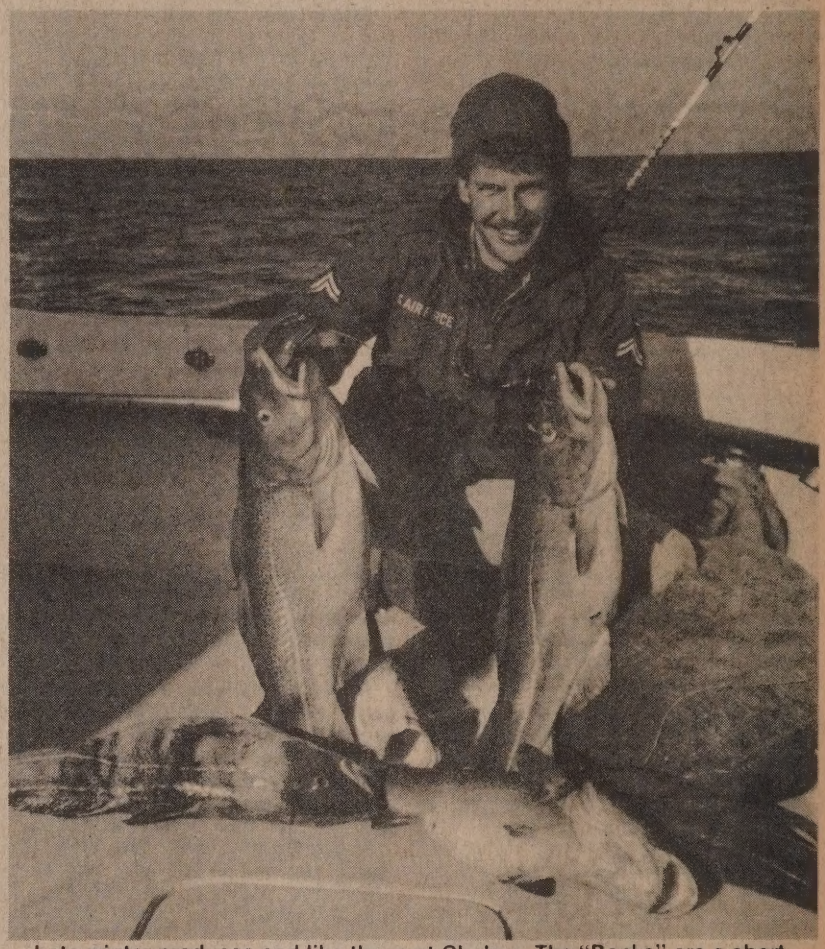
Surprisingly enough, some of the best codfishing for South Shore anglers from mid-December to the end of March is only eight miles due south of Jones Inlet. This spot, better known as the Cholera Banks, is a winter haven for a variety of marine life such as crabs, lobsters, snails, bergalls, blackfish, conger eels, sand eels and herring. Cod will feed on almost anything, so Cholera provides a smorgasbord for them.

The Cholera Banks itself consists mainly of a rock and gravel bottom, with various ledges and high spots that hold the previously mentioned species. It is a prime example of a complete ecological food chain from the smallest of the oceanic crustaceans to the larger species of game fish. Situated in 75 to 80 feet of water, the banks are read easily with a good graph machine or to make matters simpler, a good Loran receiver. Any good white line recorder will help you to differentiate between the Cholera Banks and ordinary bottom. Fortunately on both boats I've been working on (the Acme II and the Victory), we've been granted the convenience of having color chromascope machines. These machines display the bottom on actual picture tubes and highlight the fish and bait in various colors and shades. It is uncanny how these machines can pick up the smallest nooks and crannies in the ocean floor, along with the fish hiding amongst them. Many a day was saved by the detection capability of these machines, which are slowly coming into the price range of the average boater.

Upon arrival at the banks, setting up your location is of prime importance. Many a skipper will swear by the few high spots that are on the banks and will jockey for position upon these spots. Generally if you're in close proximity to any of these spots, you stand a better chance of getting fish. If it's a fairly calm day, your best bet is to drift the area and as the first fish is hooked, throw over a marker buoy (a Clorax bottle with 85 feet of mono line, with a couple of heavy sinkers attached to the end will do) and mark the area where the fish were caught. Then proceed upwind from the buoy, drop your anchor and lay back as close to the marker as you possibly can.

Now comes the question of chumming (the cracking of skimmer clams over the side in the hope of attracting fish). Some people will give you one opinion, while others will give you another. I, myself, particularly swear by it on open bottom fishing such as this. Many people believe that the cracked skimmer clams send out a scent or smell downstream which draws in dogfish, bergalls and other undesirables and this is partially true. But, the main objective of the cracked clams is to draw the crabs from around the area onto the cracked shells to feed. This is the cod's "lobster" dinner, as you'll observe when cutting and cleaning the fish from this area. The bellies of the cod caught on the Banks are usually filled with crabs, shellfish, conger eels and bergalls, so why keep these critters away? The problem is with distinguishing the bite of the cod over that of the bait stealers. This will be discussed later.

As mentioned earlier, the main idea with chumming is in getting the cracked skimmer clams directly under the boat or as close as possible. There are, of course, days when the current isn't moving as strong, such as in-between the moon tides and you can get away with just batting a half bushel overboard and watch them settle straight down. Unfortunately, those days seem far and few between and when the current is roaring you must resort to different methods. A popular and inexpensive method is the old brown bag. Take a regular paper shopping bag and fill it halfway with cracked skimmer clams. In the bag put a sash weight attached to a sturdy cord line (in accordance with water depth) right in with the skimmers. Twist the top of the bag and tie it shut. Lower the bag to the bottom and allow a little time for the paper to saturate. Then with a stiff tug, pull the sash weight to the surface. What will occur is the bag



Late winter produces cod like these at Cholera. The "Banks" are a short ride for boatmen working from Jones Inlet.

breaking apart and the skimmers spreading as close under the boat as possible. Another method is using the inside cylinder of an old washing machine, the kind with the holes punched through the tin. Simply bridle the top with several lines attached to a single main line in the center. At the bottom of the cylinder attach another line, which will be used as a trip line. Fill the cylinder with cracked skimmers and lower it to the bottom. Then by pulling the trip line, the basin will turn upside down, dumping the clams under the boat. I have also experimented with the giant chum pots. I can remember many nights of grinding up shucked skimmers in the meat grinder and placing them in gallon ziplock bags and putting them in the freezer overnight. I would add several of these large blocks to the pot and lower it over the side with high expectations. Unfortunately, these expectations were never met, as the fresh cracked skimmers seemed to win hands down most of the time.

Briefly getting into tackle requirements, a medium boat pole from 6½ to 7½ feet in length will handle most cod caught on the banks, as these fish generally range from 10 to 20 pounds with a few soakers (30 lb. plus fish) mixed in. A good revolving reel such as the Daiwa 50H, Penn 3/0 or Jigmaster spooled with 30 lb. test is fune. You might find some controversy concerning hooks, but in general, a 5/0 Sproat will adequately handle most fish caught on the banks. You can snell the hooks onto a 15 to 18 inch leader (go a little longer if the tide is really pushing). The hi-lo rig usually is the most productive when cod fishing. Attach one hook on a dropper loop anywhere from 6 to 12 inches above the sinker and attach another hook to a dropper loop three feet up above the first hook. Unless the cod are chasing sand eels or other small fish, you'll probably note that the bottom hook will outproduce the top, as the cod are feeding on crabs or small shellfish close to the bottom.

Probably the most important aspect of fishing on Cholera, is being able to distinguish cod bites from the various other bottom dwellers that inhabit the area. Cod, as most of us know by now, are very cautious when approaching a bait. Leaving your line as still as possible will help increase your chances greatly. This is easier said than done when the seas get a little sloppy and the boat is bouncing up and down, but with a little practice you'll get the knack of pointing your rod tip in the direction of the line and moving the rod tip up and down in accordance with the motion of the boat. Again, the idea is to keep the bait still. The first bites you might feel are the short machine-gun type pecks of bergalls hitting the bait. The importance here is to ignore these bites, as constantly jerking your rod in an attempt to hook these critters is usually futile and it only helps in spooking cod. It's always better to leave your line still and wait for some good solid tugs. Check your bait if the little taps soon stop, as the bergalls or whatever have probably cleaned off your bait. To make matters worse, codfish have a way of tasting the bait with a couple of short taps before they decide to devour it. You must be patient, allow the cod to munch on it, and when you feel a good solid tug, almost as if the sinker is walking away, then lift the rod tip quickly and set the hook firmly. This method will also help improve your blackfish by-catch, as they peck at the bait first and then move it back into their crusher teeth with some good solid tugs. I sometimes add a small blackfish hook to the line tied in close to the bottom when fishing on these banks, as some fine tautog inhabit the aea well into February.

When to call it quits? That's probably the hardest question of all to answer and a real tester of a fisherman's patience. The fish seem to move through the banks in small flurries and I can remember waiting hours before any action materialized. Many times we waited until late in the afternoon for a fantastic flurry of action. We were all bailing fish, ignorant of the time of day, until we decided to go in and darkness had already fallen. It's not much fun picking your way through a tough inlet at night in mid-February in a small skiff. I can recall years ago in my father's 30 foot wooden sea skiff, with just a compass onboard, leaving the banks at dusk when suddenly a stiff breeze from the southwest blew up. It started blowing steady and harder as we got closer to the beach and to make matters worse, there was a strong outgoing tide in the inlet which created havoc. Night had already fallen and we knew we were getting closer to the inlet as we could hear the sound of the waves crashing. The southwest wind created a fog that put all hope of spotting any lights on land, or buoys for that matter, an impossibility. The single screw skiff which had a mind of its own in a following sea, was an experience in itself. After finally picking our way through, we swore we wouldn't leave the dock until spring. I guess old man whiskers made liars out of us as we left the dock that next morning at 6AM. So be careful to allow plenty of daylight ahead of you before leaving the fishing grounds.

Hopefully, this article will help put a few more cod in your box this season. There's nothing as good as those prime white fillets. A favorite recipe of mine is "Codfish Parmigiana." Simply take several cod fillets and lay side by side in a slightly oiled baking pan. Cover generously with garlic powder, onion powder, parsley and oregano. Sprinkle with Italian bread crumbs and grated cheese, pour over your favorite marinara sauce and then cover with grated mozzarella cheese. Bake 45 minutes in a 350 degree oven and enjoy. It doesn't get any better than that.

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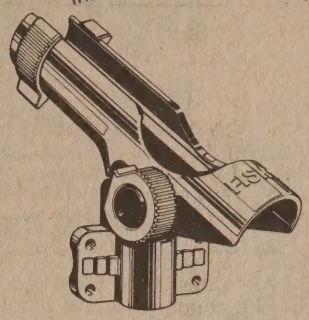

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LONG ISLAND'S FRESHWATER RECORD POSSIBILITIES

by Carl Buxbaum

The record potential of our Island's lakes and ponds may come as a surprise to most area anglers.

The gentle summer breeze was perfect for drifting and casting. The boat crept within casting range of just about the fishiest aquatic territory around. Every 15 minutes or so we paddled upwind and took a couple of bass on each drift. Another fish took a small silver Rapala. It felt like a largemouth in the 12 inch range, but it didn't fight like one. It kept digging for bottom, darting left and right—I something only bigger bass seem to do. It was a respectable fight on the ultralight outfit, and I thought we had a bass, until it was at the boat. Instead, it was a white perch; a species which never sparked my interest.

"Keep it, dad," Marc enthusiastically said. "What?" I shot back, as if he was nuts. "You might have a 4 pound line record." I slipped the fish back in the water saying, "Dream on." The last time I thought of catching a record fish was when I was about his age. Marc, at 15, no longer thinks his dad knows everything. Feeling his manhood, he thought aloud, "Wonder how many record fish YOU released or ate before."

After dinner, he went through the IGFA book, "World Record Fishes," the one he studies during the deadliest part of winter. The kid was one up on me. The 4 pound line class record for white perch stood at 1 lb. 6 oz. It's doubtful that the one I released was much over a pound. But it's even more unlikely that I nailed the very biggest one in the pond.

So, a week later I was looking for white perch on 4 pound line. When I got to the pond, a survey team from the State Department of Environmental Conservation (DEC) was preparing two boats rigged with all kinds of fancy equipment for netting and electroshocking fish. These census takers, I knew, would kill the fishing once they got going. I managed to get in some casting before the first boat was chugging through the water and took four modest bass plus some tiny pumpkinseeds. When the first haul was brought back from the nets, I couldn't resist watching the measuring and weighing process. Charles Guthrie, the DEC's Senior Aquatic Biologist on Long Island, put a fat white perch on the scale. It registered 1 lb. 3 oz.—only three ounces shy of that 4 pound line class record. Another fish ran a close second.

Maybe I'd grown too mellow and could learn from Marc's eagerness. There might really be some record fish on Long Island. After all, I reasoned, big fish get that way by not being caught, and my assumptions were based on those dumb enough to take my lures. I wrote to Mr. Guthrie asking what he thought about the chances of finding record fish and which freshwater locales were most likely to produce. His carefully worded response made me think the odds were better than I was beginning to believe. He could have said the odds were zero. But instead he wrote, "We have some reservations about recommending specific waters where you might catch a world record fish. First, there is the potential for greatly increased fishing pressure in waters

LONG ISLAND FRESHWATER RECORD POSSIBILITIES

Species:	New York Record	I.G.F.A. All Tackle	Line Class 2	4	8	12	16	20	Fly Rod Tippet 2	4	8	12	16
Largemouth Bass	10/12*	22/4	11/0*	13/4	21/3	16/9	16/12	17/8	2/15*	6/7*	9/13*	9/4*	11/2*
Smallmouth Bass	9/0	11/15	4/12*	6/13	8/4	8/8	7/3	—	2/3*	V	3/14*	V	V
Chain Pickerel	8/1	9/6	3/11*	5/11	5/7	6/14	—	—	V	V	1/12*	V	V
Brown Bullhead	2/0#	5/8	V	1/12#	V	5/8	—	—	V	V	V	V	V
Bluegill	1.96 lbs.*	4/12	1/5	2/12	1/8*	4/3	—	—	V	V	V	V	V
Pumpkinseed	1/2*	—	—	—	—	—	—	—	—	—	—	—	—
Yellow Perch	3/8*	4/3	1/14*	2/4*	1/14*	1/13	—	—	V	V	V	V	V
White Perch	2/14*	4/12	2/8#	1/15#	1/10#	2/6#	—	—	V	V	V	V	V
White Rock Bass	V#	20/6	9/2	9/9	13/15	15/3	16/4	20/6	V	V	V	V	V

* Record may be broken on Long Island. *Weights are shown in pounds/ounces*

\# Very possible to set new record on Long Island.

V Vacant, I.G.F.A. will accept any entry over one pound.

— Not presently considered for records, but I.G.F.A. is expandng its range of coverage and may well respond to requests for including pumpkinseeds along with a verifiable sportfishing catch of a pound or more in weight.

that really could not handle it, and second, our experience is that fishermen who go on a fishing trip with the goal of catching a world record fish are almost always disappointed." Obviously, the fear of creating too much fishing pressure and the belief that fishing should be fun are to be respected. So, by and large specific waters remain unmentioned, and only those anglers obsessed with the notion of holding a record ought to pursue it. What struck me, though, was that Mr. Guthrie didn't rule out the chance. Does he have a secret?

He was more willing to talk about the state record potential, leaving most of the waters a mystery. First, he noted that the state record white perch, all 2 lbs. and 14 oz. of it, did come from Long Island's Carmans River. It's reasonable to assume, therefore, that others in that class, perhaps much bigger, should be out there. Next, he pointed to the brown bullhead record of 2 lbs. and said there are probably larger ones in many Long Island ponds. He also noted the potential for a state record largemouth bass, bluegill, pumpkinseed, and maybe, yellow perch. The likelihood of the hydrid striper (officially named "white rock bass" by the DEC) state record being set at Fort Pond is excellent, since the species was introduced there a year ahead of any other New York waters. Mr. Guthrie thinks any "white rock" over two pounds would be a good candidate for the record.

Taking the DEC information as a point of departure, a table was composed comparing New York and IGFA records. The results were encouraging. Looking at the table, let's take the species one at a time. The state largemouth record is 10 lbs. 12 oz. and may be broken on Long Island mainly because of the climate. Largemouths keep growing as long as they are actively feeding. Our mild winters, compared to the rest of the state, give us an edge because these fish can actively feed for a longer period. Also, largemouths over six pounds are not too rare, and I personally know of one over nine taken in local waters. Looking over the table, it seems hard, but possible, to break the IGFA 2 pound line world record as well as all the fly rod records. The 2 and 4 pound tippet records seem to be reasonable targets for the determined flycaster.

Smallmouths are another story. They are relatively scarce on Long Island and rarely go much over 4 pounds. The state record is clearly out of our grasp. But the 2 pound line class record's within reach, as are all the fly rod records. In fact, the two standing tippet records have been beaten by this writer using ultralight spinning gear. Next season I'll be out there casting sinking tip fly line with long streamers. Obviously, the fly caster who wants his name in the record books should concentrate on the vacant tippet categories.

The fly caster will also find the chain pickerel world records very vulnerable. The challenge is so slight that it may partly be attributed to the habits of the fly rodding clan which pursues mostly "elite" species. The 2 pound line class record is also beatable. But pickerel love weeds and thick cover. It would be tough to haul a near 4 pounder out of such terrain on wispy line.

Charles Guthrie of the DEC about to release a white perch that weighed in at 1 pound, 3 ounces.

Regarding brown bullheads, not only is the state record subject to defeat, but so are the line class records from 2 through 8. All fly rod slots are vacant. Bait fishermen have the edge here, but Marc has inadvertently nailed one on a small brown and orange, twister tail spinnerbait; crawled slowly along the bottom. A creative fly tyer should be able to come up with a successful pattern.

When it comes to bluegills, Marc really has me cold. I may not have eaten or released a state record, but if not, I sure came close. There's no doubt that I did the foolish deed regarding the 8 lb. line class record and perhaps the 2 pound class as well. Again, the fly caster has the greatest opportunity. He's faced with a series of vacancies, and bluegills love flies. The bigger ones seem to favor streamers below the surface.

Many anglers have come to view pumpkinseeds as a pain, when they persistently snap at lures too big for their little mouths. They're a delight for kids, though, because they're so willing to provide action. The problem is the number of tiny ones you have to get through to find one that even looks like some sort of record. The IGFA does not presently recognize the species, but they're open to accepting new entries. So, any angler who tops the one pound mark with a jewelry-hued "lunker" may want to make the appeal.

I've caught lots of yellow perch over the years and consider any over a pound and a half monsters. The 3½ lb. state record seems out of the question to me. But this may be the

(Continued on next page.)

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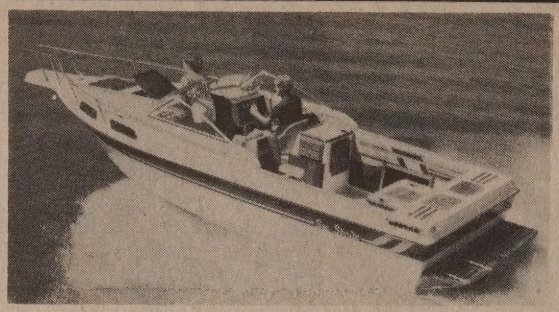

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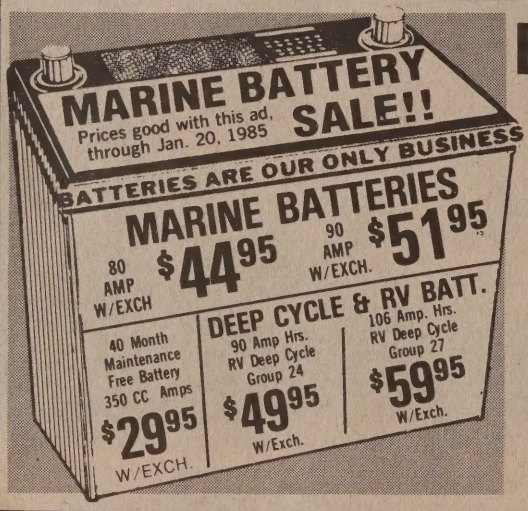
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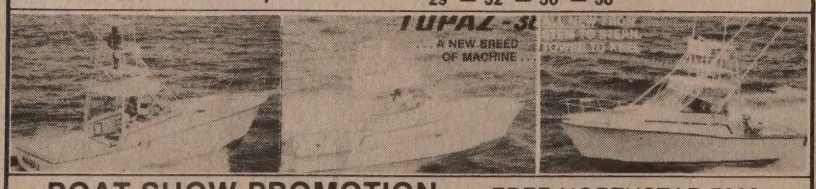

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real secret Mr. Guthrie's got up his sleeve. If only we could get him to talk. Guess I'll just have to try some new waters. The biggest yellow perch I've seen fell for medium and deep running crankbaits intended for bass. Good sized live killies or minnows should also do the trick. The 2, 8, and 12 pound line class records seem worthy of attention. The species seems to cruise in open water, and though they hit hard, they're not exactly ferocious battlers. So, it seems that the 2 pound line record is attainable. Once more, the flycaster faces a slate of vacancies, as he does for our last two species: white perch and white rock bass.

Now, we get to the species that got me going on this topic. Even if the state record can't be toppled, it seems that the 4 and 8 pound class records are very likely to be broken by a determined Long Island angler. Although the Carmans River seems like THE spot, I had a few of these critters over the pound mark last season, from a pond that's not known as a hotspot. Had these fish been taken on a flyrod, I'd be in the record book, because all the tippet classes are vacant. Since my biggest white perch fell for thin minnow plugs, they should also be suckers for streamers. To prove a point, the latest IGFA update just arrived in my mail. Guess what? My goal of a 1 lb. 7 oz. record-breaker on 4 pound line was shattered by a guy named Alan Flexer last May 26th. You ask where? How about Sunken Meadow State Park, on Long Island. (Editor's Note: See "Scoring With Perch," Vol. 20 #5.)

It's a lot riskier to speculate about the white rock bass potential. Most of us are not sure about the best angling approach to taking them, yet. But it seems worth the effort to experiment. The latest DEC survey of Fort Pond shows the presence of fish from each stocking. So, they seem to be thriving. The seven fish captured by the survey team from the 1982 introduction averaged 1 lb. 15 oz. By now there should be more than a few over the 2 lb. mark, making it possible to set a state record. Whoever does it, though, will probably be king for only a little while. The DEC captured fish appeared healthy, and the species grows rapidly. For those who want a more enduring record, it pays to focus on fly rod vacancies. In a few years the 2 pound class record should be in reach, if these hybrids continue to do well.

So, if you're willing to work at it and really want your name in the books, check out the IGFA regulations and match your tackle and methods to conform. Also, use premium record rated lines and tippets to avoid disappointments, if you do get that big fish. For the white rock, brown bullhead, and white perch state records this is not all that important. For IGFA class records, better brush up on your fly casting and fine tune your ultralight gear. Is it worth the effort? Only you can answer that one.

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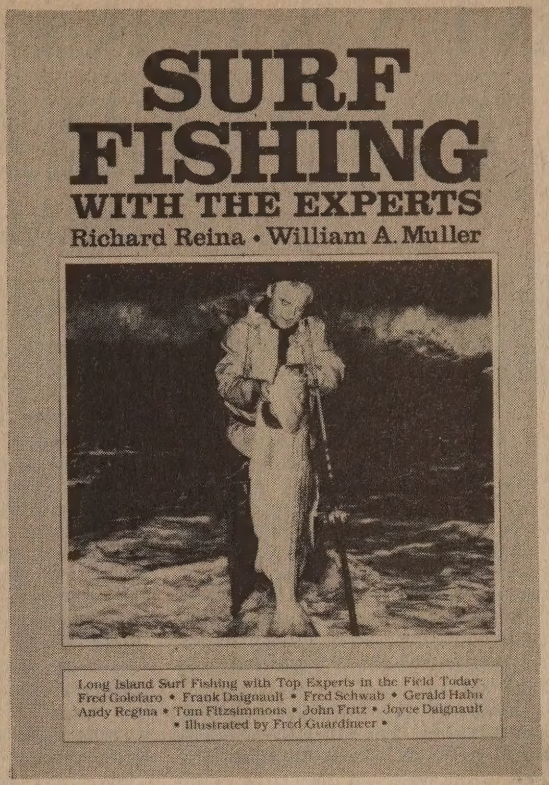
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MAKING GOOD USE OF "TRASH FISH"

by Matt Ahern

Our resident sinker bouncer provides some food for thought concerning those "under-utilized species."

For three hours Nick Hauck and I had been drifting over various areas outside Shinnecock Inlet. And for those three hours, all we had to show for our efforts were two anemic fluke. I didn't know if I should blame the sad results on our selection of a fishing spot or on our choice of squid for bait. Something was definitely wrong. The week before we had done extremely well in the same general area and with the same kind of bait I now regarded as a poor choice.

But our unhappy fishing was about to change when Nick lifted a sea robin into the skiff. He immediately let out a whoop.

"Just what we need! Come to papa!"

He quickly sliced off both sides of the tail, cut each in half, and handed me one of the darker-colored pieces, whereupon I removed the strip of squid and tossed it overboard. I pushed the 4/0 Sproat through the widest part of the sea robin slice and allowed the sinker to carry it to the bottom. Within five minutes I had a fluke bouncing in my bucket.

Those four slices of sea robin produced fluke until each piece was reduced to mere strips of skin. After that it was back to the unsuccessful squid until one of us caught another sea robin, whereupon we were back in business again.

This wasn't the first time a strip of sea robin had made the difference between catching a mess of fluke or few indeed. Personally, when fishing inshore waters, I don't believe there is a better bait for fluke than sea robin.

I'm so convinced of this that when circumstances allow, I make every effort to fish for sea robins the day before an intended trip. Because I live close by Shinnecock Canal, I take advantge of it and do my sea robin fishing there. Believe me, at the beginning of the fluke season there is no problem catching sea robins in the Canal. How many sea robins does one need for a day's fluke fishing? I've found that a dozen robins for each fisherman is sufficient. Now four dozen strips of sea robins seems a lot for one fisherman. And it is. But many times the bait will become dirty from hopping across mud bottom, or become weed festooned, or nipped at by crabs, and so forth. Incidentally, it is a lot simpler to prepare your bait at he place where the sea robins were caught.

It takes but a minute to convert each fish into bait-size pieces. To do so, make a slice at the vent to the backbone. Then hold the knife flat on the bone and slice along its length to the tail. Do the same on the opposite side. When each slide is cut in half lengthways you will have two light and two dark pieces.

It is important **not** to scale the fish. If you do, you will find fluke (and other sea robins) stripping your hook with ease. When fished over known mud bottom, I use the light pieces; over sand, the dark pieces. Either will catch fluke on any type bottom, but I believe doing it this way gives me the edge. When fluke fishing, anglers should take advantage of every aid possible.

Caught in Long Island's waters are two types of sea robin. One is dull covered and has a normal-sized mouth. The other is heavier, more colorful, and has a large, gaping mouth. When possible, I use the small mouth robin. The meat is firmer, and for some reason, for me, these do produce better.

Bait size doesn't seem to matter. I've caught small fluke on large strips and some hefty doormats on smaller pieces. However, I try to make each piece no longer than four inches.

To avoid having the bait twist about your line, slice a bit of meat from the wide end so that you have the same thickness throughout the strip. This will cause the strip to plane along bottom as you drift and jig. When a fluke hits, give it a few seconds to munch and get it down. You'll seldom miss if you do it this way.

Many times when I catch sea robins and have no immediate use for them, I prepare as mentioned and hold them in the deep freeze. They keep well

Experimentation with baits such as small bergalls or sea robin strips will often result in bigger fluke.

and there seems to be no difference in results. Fluke seem to relish sea robin frozen as well as fresh.

Yes, sir, the smart fluke fisherman uses sea robin whenever possible. Who says they're trash?

Another much maligned creature of the sea is the dogfish. For the fisherman who has yet to discover the fish-catching ability of dogfish, I say this: Don't curse 'em—use 'em!

It would be impossible for me to recall every fluke I've caught on dogfish, especially around the offshore wrecks. I can vouch for this, however: none were small.

I find the only trouble with dogfish is that you can't catch them when needed. I'm speaking of summertime when the smooth dogfish is available. If you are fortunate enough to catch one of these summer doggies, prepare it in the same manner as sea robin.

It doesn't matter if you are fishing the banks for sea bass and porgies, or doing the same around wrecks, put on a fluke leader and a strip of dogfish and go win the pool.

When winter codfishing, connecting with horned dogfish is no problem as any confirmed codfisherman will tell you. I'd like to say that this bait works well for cod, too. But I can't.

I've tried horned doggies for winter cod on occasion, but have never had a bit of success. Whether this was because I used dogfish when other baits were more appealing, or if there is something about this bait which causes cod to shy from it, I don't know. Until I'm convinced differently, I'd say this particular bait is strictly for use during summertime when seeking fluke on the offshore grounds.

Another "trash" fish that often does well when other baits are ignored is the lowly bergall. I've caught some mighty large fluke and cod on this bait.

I first found out about using bergalls for bait many years ago when we used to do a lot of party boat fishing for sea bass and porgies on the offshore Sea Bright Grounds. I remember the occasion well.

Some smart experimenting fisherman on board decided he had had enough bass and porgies. He changed his rigging and inserted a three-foot leadered fluke hook through one of the numerous small bergalls we had been catching along with the bass and porgies. Up came a doormat. Then another.

In less time than it takes to recall, a minor uproar followed as every passenger made a wild search for fluke leaders. The crew, including the skipper, kept busy catching small bergalls for bait and gaffing doormats as they came up. The largest fluke? Fourteen pounds!

Never hesitate to use bergalls as fluke bait; especially so in those areas where these bait stealers are common. In other words, don't use them on ocean beach fronts and expect to make a killing, but do fish them around wrecks and rock-studded bottom. Use small bergalls—say to three inches—and run the hook in the mouth and out the gill cover. Be sure they are alive and frisky; and then employ plenty of action with two foot lifts of the rod tip.

When you land your first large fluke on a lively bergall, you're going to ask, as hundreds of other fishermen have before you: "Who says they're trash?"

When codfishing, and as an experiment on those slow days we all fall heir to, fillet a medium-sized bergall and place a strip on your highest cod hook. Bergalls are natural cod food and I've seen more than one pool won by an enterprising fisherman willing to experiment.

Okay, so you're not going to catch fluke right now (although there might be a cod or two waiting for you on those occasional mild, windless days), I suggest you keep these trash fish tips in mind. Be sure to use them this summer when fluke fishing. I don't know if you'll catch one of those 14 pounders (you never know), but I do know your fluke catch will improve.

So, anyway, as the foregoing tips have proved, and as the old saying has it, you can't tell a book by its cover. And as a buddy of mine replied to an earlier-jeering Doubting Thomas after winning the pool with an 11 pound fluke caught on a dogfish strip: "Who says they're trash?"

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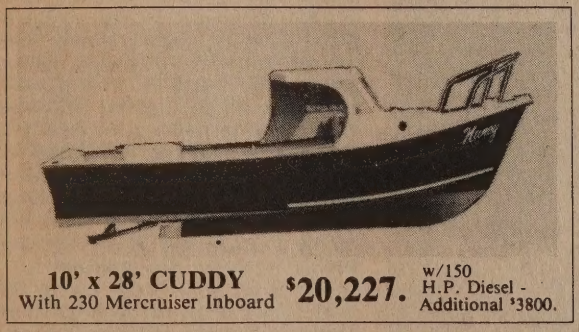

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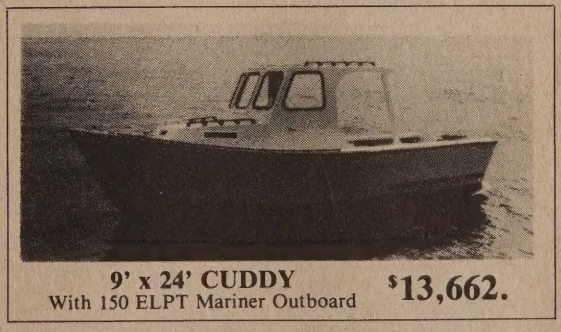

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CONVENTIONAL REELS

by Al Ristori

Though there are only a few new models in star drag boat reels, the lever drag world has been turned upside down with a sudden rush of competition from Japan. Both Daiwa and Shimano have jumped into this formerly sedate field this year, and will be giving Penn and Fin-Nor a run for their money. Though the new lines don't reach up to the 130 pound class that has become so popular with the return of giant tuna, I wouldn't be surprised to see Daiwa and Shimano add such models in the near future.

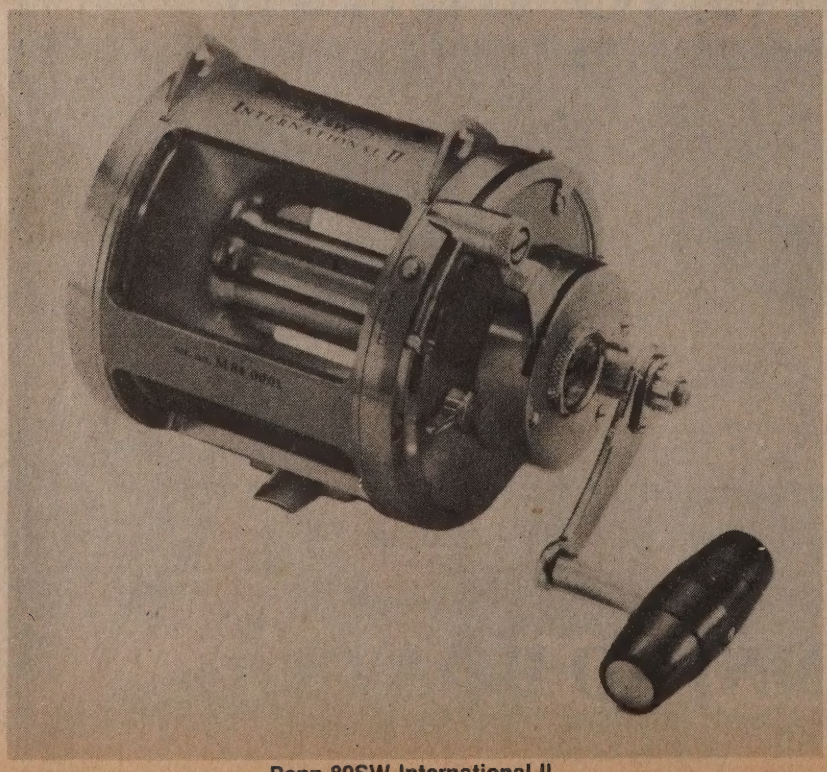
Penn: Far from being caught napping, Penn has jumped ahead in lever drag technology by adding a two-speed system in the 80 pound class. The new Interntional II 80SW (wide spool) and 80S enable you to switch quickly from a 3:1 retrieve ratio for taking in line quickly to a powerful 1.4:1 for working big fish. This wonderfully simple system involves a pushbutton gear shifter on the right side plate at the base of the handle. The new models are the same size as the standard 80SW and 80S, but will sell for a bit more.

Also new in the International series is a machined one-piece, gold anodized aluminum frame on the new 80SW and 80S International IIs and the new 30TW and 12T Internationals. The new frame adds even more strength and rigidity, and absolutely resists torquing and twisting. Chances are that this new frame will eventually be found on all Internationals. The new 30TW fills a gap between the 30 (600 yards of 30 pound dacron) and 50 (600 yards of 50 pound dacron). It provides a "stand-up" reel with plenty of capacity (850 yards of 30 pound dacron) that has a higher gear ratio than either the 30 or the 50. The 30TW is at 3.8:1 as compared to 3.5:1 for the 30 and 3:1 for the 50. The reel weight also falls in-between: 59 ounces as compared to 54 and 67 ounces. The new 12T replaces the 12H and becomes the smallest International in the line. It holds 850 yards of 12 pound mono, has a 4:1 gear ratio and weighs 28 ounces.

All of the International reels are now equipped with a new "fighting handle" which automatically returns to optimal fishing position for easy gripping. At considerably lower prices, big game anglers also make good use of the star-drag Senator series which remains intact. The standard Senators have low gear ratios and range from the 3/0 112 (375 yards of 30 lb. mono - 2.25:1 gear ratio) to the 174 oz. 118 16/0 that holds 1000 yards of 130 lb. dacron and has a 1.6:1 gear ratio. Stainless steel ball bearings are featured on models from the 9/0 115 up to the 118. The Senator II series is designed for lighter trolling with higher gear ratios and black anodized aluminum spacer bars and spool. Stainless steel ball bearings set these 4/0s and 6/0 apart from the regular Senators. The Special Senator line is just a bit heavier and has a chrome-plated solid bronze spool plus stainless steel ball bearings and new double ring side plates. Fast retrieve models in the 3/0, 4/0 and 6/0 sizes are available.

The extensive Penn line-up of smaller conventional reels remains virtually intact. The one addition is the 505HS Jigmaster, the first Penn conventional reel to sport a superfast 5:1 gear ratio. The 505HS also features new technologically advanced drag materials, wide chrome plated spacer bars to resist torque, and a lightweight die-cast black anodized aluminum spool. Newly designed reinforced side plates, chrome-plated solid brass rod clamp system, counterbalanced handle with man-size black torpedo grip, heavy-duty clicker and positive free spool complete the Jigmaster 505HS package. Anglers with a need to work lures at high speeds (such as for tunas, wahoo, bluefish and barracuda) should welcome this addition.

The Penn Mag Power series that's made such a splash during the last couple of years, remains the same. There are three fast retrieve models with a single magnet control that can make an expert out of a beginner. Casters also favor the Jigmaster, Squidder, Surfmaster, Beachmaster and Levelmatic lines. Those with a need for level winds can choose from both the high speed (4:1 gear ratio) models (including the Mag Tuned 10 that takes 275 yards of 15 pound mono) and regular levelwinds. The latter have 3:1 gear ratios, except for the 109MS and 109MF which are both 3.75:1. For specialized narrow spool trolling and bottom fishing, there's the Master Mariner series with four



Penn 80SW International II

models that many anglers favor for wire line and lead core. The Long Beach series provides unbeatable values in rugged bottom fishing reels with stainless steel spools, and Penn also has a few economy models for beginners and very casual fishermen.

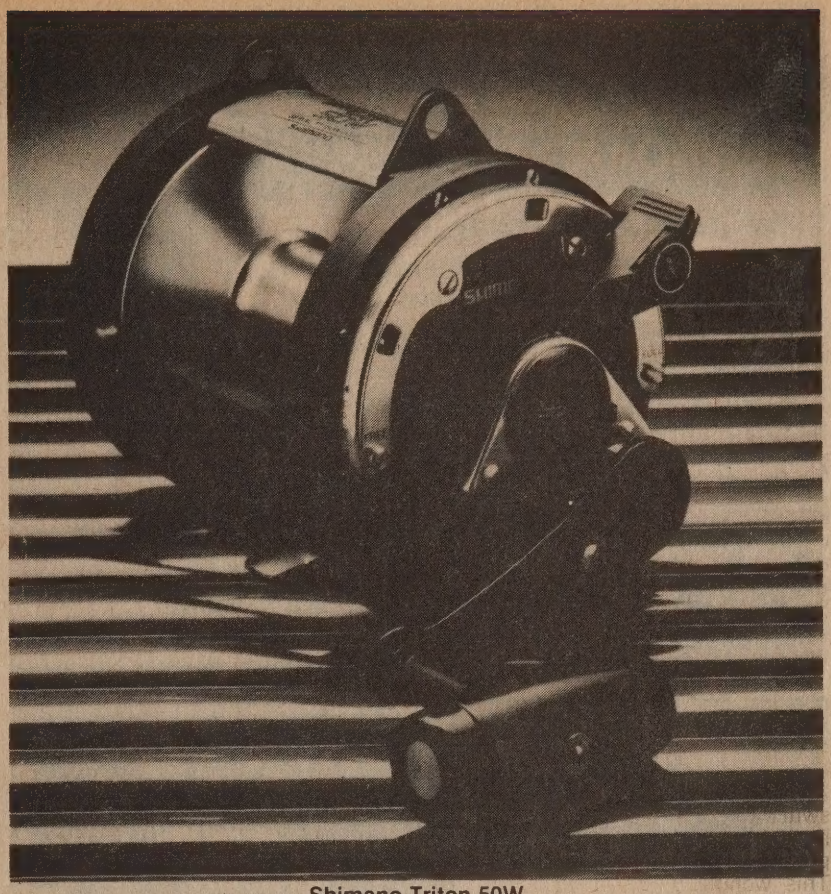
Left-handed anglers are ignored by everyone but Penn. At one time virtually every conventional reel in their line was also made in a left-hand version. Though that's no longer the case, there is a large selection of popular models—including the entire Senator and Special Senator lines.

Shimano: Continuing a steady advance into the conventional reel field, Shimano takes on the "big boys" with the new lever-drag Triton Trolling series. The big advantage claimed for these reels is a drag system that is water-shielded and features up to 83 percent more drag surface than competitive models. Furthermore, the Shimano people claim that their drag has been designed to use more drag surface at all settings. The Tritons are also designed to run cooler as they come with built-in cooling fins that act as heat exchangers, sucking excess heat away from drag surfaces and spreading it throughout the one-piece reel frame for efficient dissipation. The titanium composite drag washers are stronger than stainless steel, over 40 percent lighter and will not wear out their opposing surfaces. The lever drag is easy to handle and the reels feature four shielded stainless steel ball bearings, stainless steel gears and main shaft, a cold-forged single-piece spool and a lightweight one-piece frame. Surprisingly, all of this is available at prices below those of the lever-drag competition. The TT 30 weights 56.4 ounces, has a 3.5:1 gear ratio and holds 600 yards of 30 lb. test dacron. The TT 50 weighs 63.5 oz., has a 3.3:1 gear ratio and handles 600 yards of 50 lb. dacron. The TT 50W has a similar gear ratio, weighs 3.5 oz. more than the 50 and takes another 200 yards of 50 lb. dacron. I briefly tried the TT 50 on school tuna and was impressed with the drag.

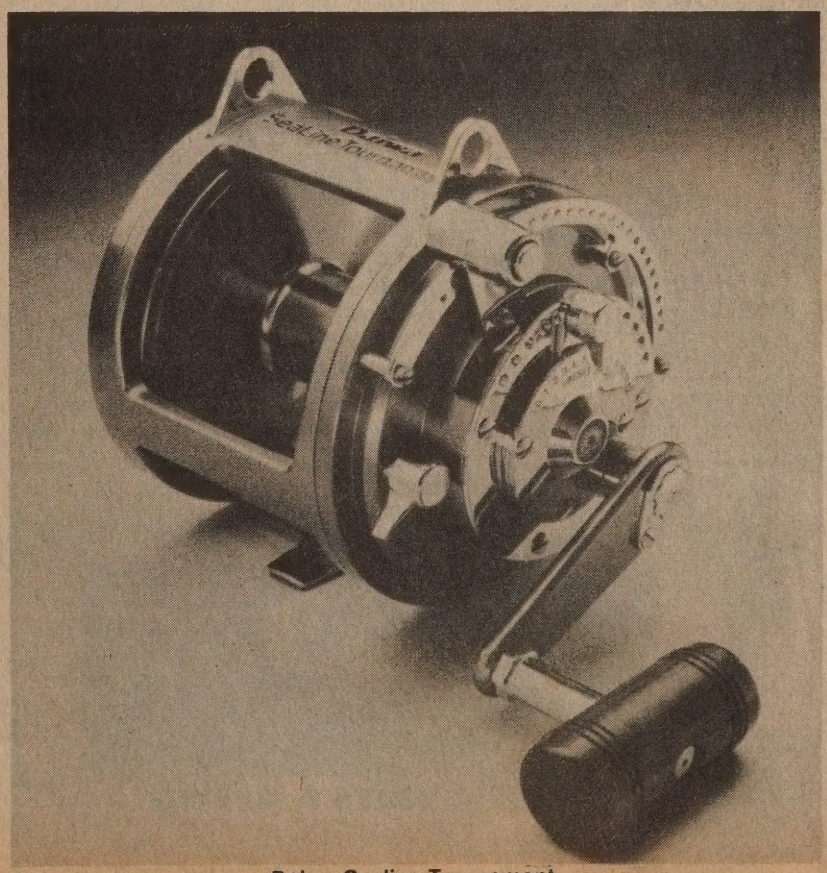
The rest of the Triton line-up remains the same. There are two magnetic casting models: TR Mag3 (360 yards of 20 lb.) and TR Mag4 (480 yards of 20 lb.) plus the non-magnetic TR 3S and TR 4S that are otherwise the same. Then there's the similarly-sized TRN 300 and TRN 400 Triton Levelwinds with stainless steel level wind guides. All of these Tritons have 5:1 gear ratios and feature ball bearing titanium drags.

Daiwa: After years of field testing, Daiwa has finally arrived with the Sealine Tournament lever-drag series. This attractive reel features four shielded stainless steel ball bearings, nitrided moly gears, one-piece unitized frame and a lightweight machined aluminum spool. The unique Dual-Lever Drag system allows you to pre-set the lower lever for your line strength and lock it in

(Continued on next page.)



Shimano Triton 50W



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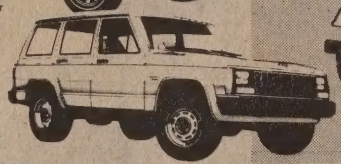
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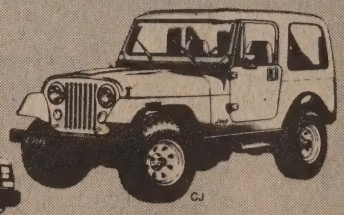
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place. Then play the fish as the situation demands with the main drag lever. A stopper release prevents you from over-adjusting in the heat of battle. The Sealine Tournament models are finished wtih an elegant champagne-colored anodizing, contrasted with chrome and gold-plated fittings. I had a chance to briefly test the SLT50W on large school tuna and found the drag system to be exceptionally smooth. The first models produced extraordinary drag pressures on the highest settings, but wouldn't provide complete free spool with the lower lever set so high. However, Glenn Oshima has assured me that this problem has been overcome in production models, so you will get the very high drag pressures while still retaining complete free spool at every setting. Initially, these new lever-drag models were brought out at higher prices than the Internationals—but they have since been cut back to be competitive.

Five Sealine Tournament models are presently available. Leading off is the SLT 30 at 54 oz. and 3.5:1 gear ratio, with a capacity of 850 yards of 30 lb. The SLT 50 and 50W both have 2.9:1 gear ratios. The 50 takes 600 yards of 50 lb. and the 50W (heavier by three ounces at 70 oz.) holds 850 yards of 50 lb. The SLT 80 and 80W both sport 2.7:1 gear ratios. The 80 handles 800 yards of 80 lb. and the 80W takes 1000 yards of 80. Reel weights are 93 and 99 ounces respectively—somewhat lighter than the comparable Internationals. Chances are good that Daiwa will be into the giant tuna 130 pound class very shortly.

There's relatively little change in the rest of the Daiwa conventional line. There are two new models in the 13 model Sealine series. The 30SH is a new high speed (5.1:1 gear ratio) casting and jigging reel with a capacity of 280 yards of 20 pound test. The new 610 is an odd-looking 6/0 that has the huge power handle that's been featured on the 910 for several years plus a stabilizing top handle. It has a 3.1:1 gear ratio, weighs 52.6 oz. and holds 400 yards of 50 pound test. The 610 is basically intended for deep water bottom fishing. The 610 and 910 are the only two Sealines that lack sealed stainless steel ball bearings. All models feature a unitized aluminum frame. The Sealine Magforce series of magnetic anti-backlash reels remains the same. There are three fast retrieve models with sealed stainless steel ball bearings and machined aluminum spools. The new sealine Sportline series consists of two high speed models with a one-piece graphite composite frame and graphite side-plates. The level wind SL 175H has a 4.2:1 gear ratio and holds 280 yards of 20 pound. The SL 250H has a 5.1:1 gear ratio and handles 450 yards of 20 pound. Despite the big difference in capacity, both are listed as weighing 20.1 oz.

Tycoon/Fin-Nor: This company was the pioneer in lever-drag big game

reels, and their gold models are famous the world over. They also introduced the dual-gear lever-drag in their 12/0 models—and now they've extended that concept to lighter fishing. The 2½/0 and 4/0 Fin-Nors are available in a Dual-Gear version which shifts them from the standard 3:1 to 5:1 by simply pushing the release latch and sliding the handle in approximately a quarter-inch—all in a matter of seconds. The balanced parts rotate on 10 precision stainless steel ball bearings in these reels. Approximate retail on the 2½/0 Dual Gear is $1,265 (as compared to $915 for the standard model), while the 4/0 Dual Gear is $1,315—$350 more than the standard 4/0. The three 130 lb. models all come in a choice of additional ratios. The 12/0 Standard has 1:1 and 2:1, while the 12/0 is 2:1 and 3:1. Both sell for $1,700. The 12/0 Tri-Gear gives you 1:1, 2:1 and 3:1 gear ratios in one reel for $2,140. All of the 12/0s hold 850 yards of 130 lb. Dual-Gears are also available on the 7½/0 (550 yards of 80 lb.) and the 9/0 (750 yards of 80 lb.)—both at 1:1 and 2½:1. Only the 6/0 (600 yards of 50 lb.) is unavailable in that fashion.

The Fin-Nor Light series has become a best seller as it provides Fin-Nor quality at competitive prices. The one-piece frame, spool and end-plates are turned from solid aluminum bar stock. The 12-20 takes 550 yards of 20 pound, has a 4:1 gear ratio and retails for $350. The 30 holds 600 yards of 30 pound and lists for $380. The 50 takes 600 yards of 50 lb. and sells at $430. The 30 and 50 both have 3:1 gear ratios.

Shakespeare: This company has cut back on their conventional reel line and retains only two models. The 2950-245 (160 yards of 20 lb.) and 2950-035 (350 yards of 20 lb.) both are level wind reels with 3:1 gear ratios, stainless steel spools and double side-plate rings, brass pillars and ABS side-plates.

Alvey: The familiar Alvey side-cast reels include a number of smaller models which are being promoted as the Alvey Lights. Plastic spool versions are the 40C (500 yards of 12 lb.) and 45C (500 yards of 8 lb.), while fiberglass spools are featured on the more expensive 500C (500 yards of 10 lb.) and 55C (500 yards of 12 lb.). These direct drive reels are of stainless steel and brass construction and offer the possibility of very long casts in the open-faced mode. Short-butted rods are required in order to handle Alvey side-cast reels efficiently. Many standard freshwater models will do the job nicely with the Lights, while surfcasters can turn to Lamiglas, Sabre and Kodiak for special Alvey numbers.

Alvey-East distributor Gene Brandner has found a new market in the Great Lakes for the Alvey boat reels, The 455 C12 mooching reel with plastic spool and star drag lists for just $32.35, while the 525 C52 with star drag and fiberglass spool has a suggested retail of $60.05. Capacities are 400 yards of 15 pound on the 455C and 1000 yards of 20 lb. on the 525C. In-between is the 515C that holds 500 yards of 17 lb. on its plastic spool and lists for $36.55.

Newell: Though best-known for their high-qualtiy conversion parts made for Penn reels, Newell also produces many casting and trolling reels with 4:1 and 5:1 gear ratios. The larger P300 models now have an extra support post for increased rigidity.

Myia Epoch: This company introduced the first electric fishing reel 18 years ago, and now they have a space age electronic computer controlled model. The ME-1000 C11 combines a two-speed motor-driven reel with an electronic computer in a huge 13/0 model that takes up to 1200 yards of 80 lb. dacron. The fisherman can punch in the desired fishing depth, jigging cycle, jigging space and jigging timer—and the computer will repeat the program until it is changed. Also included are a LED digital counter, level winder, harness lugs and adjustable drag up to 210 lbs. Suggested retail is $1,895. While not a piece of sporting equipment, this reel could be used by handicapped anglers who wish to experience the thrill of fighting a big fish. For toll-free info, call (800) 228-6594, except in California, Alaska and Hawaii.

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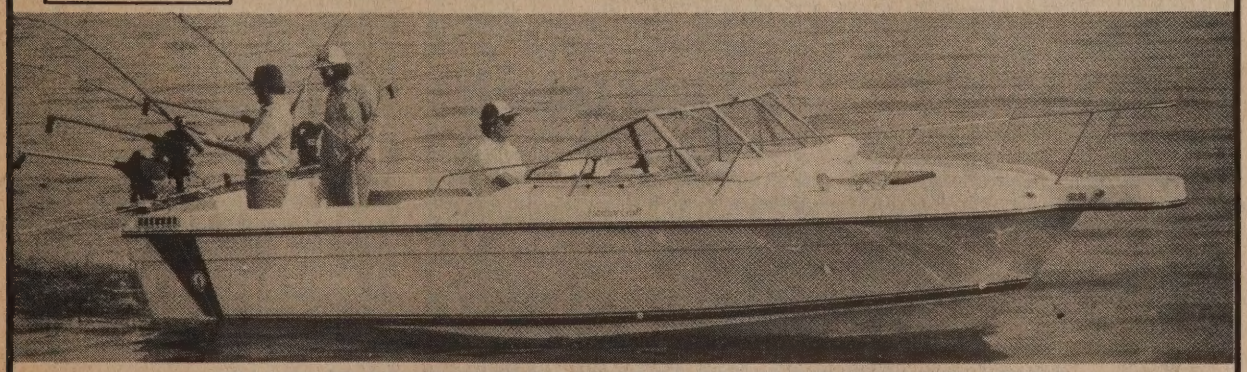

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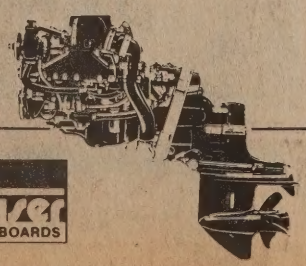

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BUILD YOUR OWN TUNA ROD

by Bob Dupont

I have found over the many years of building rods, and things, that basically if you break the job down into its basic parts it becomes much easier.

The tuna rod has six basic parts: the butt, reel seat, blank, foregrip, guides, and the tiptop.

When it comes to the butt, you have many choices to make: wood, aluminum, stainless or plastic. By far, the aluminum butt by Aftco is the most popular of all, but some of the hard oak or ash wooden butts are just as strong and may serve you just as well.

If you pick an Aftco aluminum butt, you have three choices: Aluminum butt with a Varmac machine hood reel seat from 30 lb. class to 130 lb. class, from 30 to 50 lb. class the butt is straight and from 80 to 130 lb. class you can either choose a straight or curved butt.

Also offered by Aftco is a Uni-butt which comes with an Aftco built-in reel seat 20 lb. class to 130 lb. class from 80 to 130 it is offered in either straight or curved.

The difference between a straight or curved butt is the advantage of leverage on a curved butt when fighting a tuna from a fighting chair. Straight butts are usually used when fighting a fish standing up using a rod harness. The Aftco butts also have a built-in gimbal notch.

The wooden butts are cheaper and come in two sizes: .925 O.D. and .800 O.D. or 50 lb. class and 80 lb. class. If you choose a wooden butt you must remember that you will have to buy a separate reel seat to fit. More about that coming up. The stainless butts are very hard to get, are heavy, and expensive and plastic or fiberglass butts are an idea that has not been developed yet.

Reel seats come in many different sizes and forms, but the type of reel seat that you need for a tuna rod is a heavy duty machined hood reel seat. The reel seats are offered by Varmac, Lakeland, Aftco and Mildrum. They should be double lock ringed with a locking ring and ferrule. The ferrule should fit the butt end of the blank that you choose within a 32nd of an inch, to allow epoxy gluing.

The blank should be a rated blank by the International Game Fish Association (IGFA). Some of the most popular blanks are offered by Lamiglass, Fenwick, Dynaflex, and J. Kennedy Fisher, and they come in the following pound classes: 12, 20, 30, 50, 80, 130. They also come in different diameters and colors and finishes, most are available in graphite. The only trouble with graphite is that it is hard to find butts, grips, and reel seats to fit their small diameter.

The fore grip can be rubber, hypalon, wood, or cork. It is a good idea to have a fore grip at least 14'' long, so you can get a choice of a good grip on the rod for the best leverage when fighting the fish.

The guides that you pick are important in that they deliver the line in a way that offers the least amount of wear and friction to the line. They are two basic types of heavy game guides, roller guides and non-roller guides some of the best of the roller guides are made by Aftco, Mildrum and Fin-Nor. They come in different class sizes such as 20, 30, 50, 80, 130 lb. class.

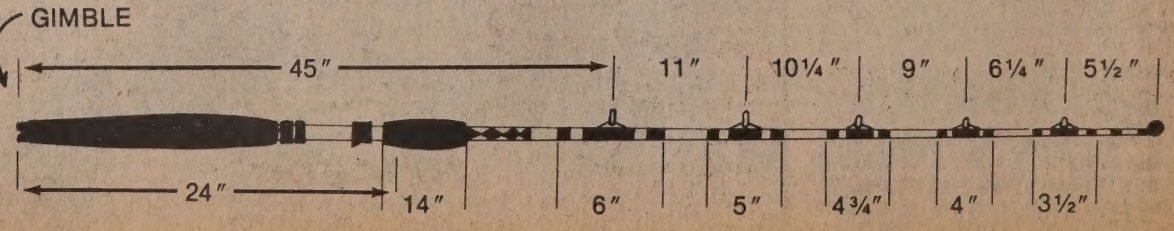
The non-roller guides have an aluminum insert oxide ring, and some have a harden carbide ring, they are offered by Perfection, Fuji and Mildrum or Varmac. Non-roller guides are recommended for 12, 20, 30 and 50 lb. class rods and roller guides are recommended for 50, 80, and 130 lb. class rods.

So now that you know all about the components which are needed to build a tuna rod, let's build one together. The components that I will use are: Aftco Uni-butt; reel seat built into Aftco Uni-butt. The blanks are 50 lb. class IGFA smooth white Lamiglass; a 14'' foregrip Halplon 5/8 ID: guides—3 foot Fuji set #BRHG 206 #20, 16, 16L, 16L, 12 and tiptop, a Fuji BRHT to match guides.

Step 1: Attaching the Uni-butt to the blank. Sight down the length of the blank and see if it is straight. Usually from 50 to 130 lb. class blanks are so stiff that they are pretty straight. Next, see if you can find the spline of the blank. If you lay the blank on a flat surface and roll it under the palm of your hand back and forth you should feel a slight bump and at this point is where the fiberglass cloth has come to an end in the wrapping stage of building the blank. This is the spline. The spline is the strongest edge of the blank running along the whole length of the blank, and it is along this edge that the guides should be mounted to ensure that the rod flexes at 90 degrees to the reel face, and not off at a cocked angle. Once you have found the spline, mark it on the blank so you may line up the blank to the butt ferrule. The groove in the butt ferrule should cross the spline at 90 degrees. At this point you can epoxy the ferrule in place. Remember that the butt ferrule is attached to the Aftco Uni-butt with a locking ring and you must take it off to mount it.

Step 2: The locking ring and fore grip. Once the glue has dried on the butt ferrule, take the locking nut (thread side facing the butt) and slide it down from the top of the blank. How can you attach the Aftco butt to the blank? The fore grip is attached by sliding it down from the end of the blank toward the butt ferrule. This can be done by soaping up the blank

TUNA ROD SPECIFICATIONS



with liquid soap and gripping the fore butt with two hands and starting from the tip in one quick action pushing the fore grip in place just above the locking ring. Or if you have a compressor you can push the fore grip as far as it will go, then slip an air gun under the grip and apply 80 lb. of air pressure under the grip and at the same time push the grip in place.

Step 3: The Base Wrap. Using the diagram as illustrated mark out the positions for the base wraps and wrap with your color choice. If you are a novice at this procedure, there are many good books explaining how to wrap. One of the best is Dale Clement's book on rod building. The tip wrap should extend about 1½ down from the base of the tiptop. Once all the base wraps are done, apply one coat of Flex Coat color preserver. Rotate the blank until the preserver is dry.

Step 4: The Guide Wrap. Locate the guides on center of the base wrap. Most of the time the feet on the guides should be ground down to a fine edge to allow the thread to run up the guide easily; this can be done with a fine grindstone or a hand file. Go over all grinding with a fine sandpaper to dull all sharp edges. Once this is done, then you can locate the guide on center of the base wrap and hold them down with 1/4" wide masking tape. Once this is done, coat with one coat of color preserver.

Step 5: The Triple Wrap. The Triple wrap is to ensure good strength over the guide feet. It is nothing but a repeat of the guide wraps starting about 1/4" in and ending 1/4" away on the first guide wrap. Coat with color preserver and again, rotate rod to dry.

Step 6: Checking the Guide Line Up. Once you reach this point sight down over the reel seat hood and see if your guides are lined up. If not you can still move them a little to the left or right by gripping the blank tightly and the guide, then by turning the blank one way and then line up all the guides to the reel seat hood. Make sure you used the fixed hood on the reel seat to line them up by.

Step 7: Installing the Tiptop. Once the guides are lined up, heat up some ferrule cement and spread it on the tip of the blank. Now heat up the sleeve of the tiptop and slide it onto the tip of the blank and line it up with the guides. The tiptop should be fitted into the top of the blank first so that the tip of the blank inserts all the way into the sleeve of the tiptop. Once the tip is installed, you can do your tip wrap with the three colors that you used on the rest of the blank.

Step 8: Finishing. Using a Flex Coat kit of epoxy rod finish, first coat the windings, spread the epoxy resin evenly and rotate the rod for at least one hour; then let dry for 24 hours. For additional strength, do a second coat and repeat the drying process.

Well, I think I have covered it all! If you run into a problem, give me a call (617) 994-5720; ask for Bob.

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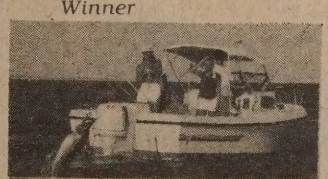

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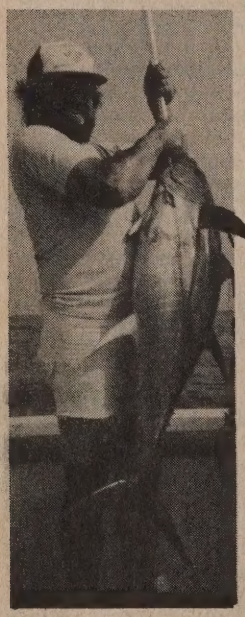

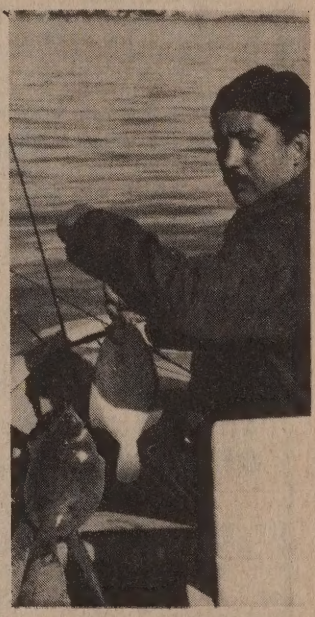

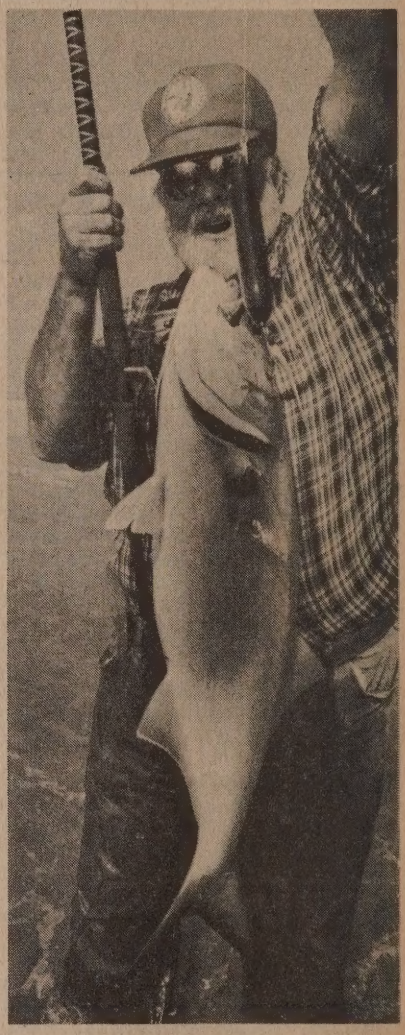

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A BOAT FOR ALL SEASONS

by Don Kamienski

The author shares his experience in selecting and outfitting a versatile small boat.

As is the case with most boat owners who use their craft for fishing I, too, went through a period in my life where I seemed to buy a little bigger boat almost every year or two. It seemed as though a new boat would somehow show up in my driveway with the same regularity as newly arrived springtime robins. Finally, I sat down saying, "enough was enough," and prepared a summary of the kinds of fishing I enjoy, and the type of boat and equipment that would address my varied angling pursuits. What the summary revealed was that I enjoyed fishing in both fresh and salt water; usually in protected bays, tidal rivers, or medium to large lakes; with no more than two other passengers, at distances up to 400 miles from my home.

Using this summary as a base, I then developed a list of the attributes that any new boat should have, and then I established weights for each attribute on the list. The attributes included such considerations as desired, boat weight, length, depth, width, passenger capacity and comfort, storage capacity, horsepower rating, construction including support material and ride. The weights established for each attribute reflected the importance the item had in the selection of my ideal boat. It was then just a matter of looking at the product line of the major boat manufacturers, and matching their craft to my pre-defined list of requirements.

After almost a month of looking, I found that a Starcraft Fishmaster FM160 met the majority of my boating needs. This 16 foot, fully carpeted boat is made of aluminum with a dry hull weight of less than 650 pounds which makes it easy to trailer even with a subcompact car. The side

(Continued on next page.)

Rigged and ready, the author's Starcraft Fishmaster can be used in both fresh and salt water.

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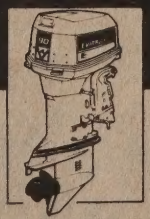

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console on this boat allows plenty of room to move passengers or gear either forward or aft inside the craft with ease, and the two pedestal seats can be placed at several locations. I especially like the fact that this boat is extremely deep and wide for its length which is a nice feature when small children are on board. The standard live well can be used for either bait or for storage of gear such as anchors, life jackets, distress flares, etc. At this point, you have to realize that the FM 160 is not an offshore craft, but it does meet my needs for fishing protected bays and tidal rivers plus inland lakes.

Now that the boat was selected, it was time to choose a powerplant. There is a formula available which helps a new boat owner determine the approximate speed of their boat depending on the size of the engine being considered. To arrive at the estimate, determine the gross weight of your rig (including boat, motor, gear, people, etc.) and divide this gross weight by the horsepower of the engine you're thinking about buying. This will result in the number of pounds one horse is trying to push. The standard ratio says that one horse will push 30 pounds at 30 statute miles per hour. For each three pounds difference in weight, the speed will inversely change by two miles per hour. So, if you get 36 pounds per horse, the estimated speed will drop to 26 MPH. If you estimate 24 pounds per horse, your speed should be around 34 MPH. This formula isn't perfect, but it is fairly accurate. Using the formula, I opted to power my boat with a 35 hp outboard which pushes me along at close to 30MPH and yet I'm still able to troll up to seven hours and burn less than six gallons of gas. This motor is my primary saltwater power plant, while an additional 9.9 horsepower motor not only serves as a back-up, but also as the primary motor on lakes which have a horsepower limitation. Since the transom on the FM160 is wide enough, both motors are mounted side by side.

Now that the boat and motor were selected, it was time to select a trailer. Generally, there are three types of trailers on today's market. The first is a float-on type which you submerge to launch or retrieve your boat. The second is the tilt type in which the trailer bed tilts up allowing the boat to slide into the water. The third type of trailer employs a series of rubber rollers or wheels which allows the boat to slide off the trailer with minimal effort. Since I never enjoy a back-breaking boat launching effort, I opted for the roller type of trailer which makes launching a breeze. Rather than equipping the trailer with a standard winch with a 4-1 gear ratio, I had a special unit installed that has a 12-1 ratio. This unit may require additional turns of the handle, but the boat is much easier to retrieve onto the trailer especially when the fish boxes are full.

Now let's add some equipment to

the boat to make fishing more fun and productive. As the saying goes, "the only difference between men and boys is the price of their toys. Contrary to what many boat owners believe, the column of water beneath their boat is not stacked with fish. In more than 90 percent of the cases, this column is barren of fish. The objective, then, is to find that other 10 percent of the water which contains the most fish. If I had to pick one piece of equipment for a boat in order to increase my catches of fish, I would opt for a paper depth recorder. This type of unit not only shows you what the bottom looks like in terms of contour, it also provides a detailed permanent picture of what is between the surface and the bottom (such as fish). Some of the major manufacturers of such paper recorders include Humminbird, Si-Tex and Lowrance. If you use your paper recorder a great deal, you'll probably burn up at least a roll of chart paper per day, and at $5 to $6 per roll, this could become expensive. As a back-up for my paper recorder, I've also installed a flashing recorder which eliminates the expense of using graph paper. The flashing recorder is used primarily when I'm interested in the amount of water under my boat's keel, and not necessarily learning about the shape of the bottom or the fish that may be resident in the column of water. Since both of my recorders are made by Humminbird, I've connected both to a single wide angle stern-mounted transducer. A toggle switch allows me to use either recorder with a flip of a finger. Even though the side console on the FM160 is not necessarily huge, it is more than sufficient to house both recorders, a Si-Tex Loran unit, a water temperature gauge, plus a VHF radio.

Since several of the inland lakes I fish do not allow the use of outboard motors, I've been restricted to the use of an electric trolling motor. A 28 pound thrust Shakespeare electric trolling motor works nicely to push the boat along even against a stiff wind. The motor can be attached to the foredeck of the FM160 using a special portable mounting bracket that is sold through Bass Pro Shops (Springfield, MO), or just mounted on the stern. Regardless of where it's located, a 105AMP deep cycle marine type battery is used for day-long power for the motor.

A pair of Penn downriggers adorn the gunnels along with stainless steel rod racks that slip out when not in use. One of the joys of the winter months is looking through marine supply catalogs or visiting boat shows to see what is new on the market that is a MUST for your boat. Buying and outfitting such a boat is like betting on a horse at the race track. Everyone has their own opinion. This article describes what has worked for me to set up a versatile boat, and hopefully will give you a few avenues to explore further. Perhaps you'll be lucky and find your ideal boat just as I've been able to do—at least for this year.

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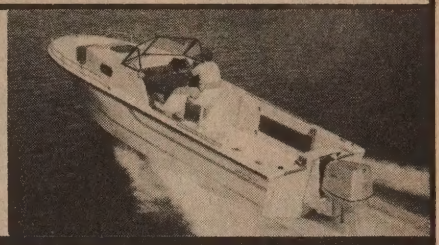

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TEN FOOT BAIT STICK

by Tom FitzSimmons

Here's how to put together a surf rod that is perfectly suited to tangling with slammer blues.

When the fall fishing season begins to approach, a surf fisherman's thoughts turn not only to the possibilities of what type of bass run may materialize, but also to the upcoming invasion of big bluefish along the South Shore beaches. Although I consider myself a die-hard plug fisherman, I have become increasingly aware during the past few years, of the distinct advantages that bait fishing can offer when seeking out those large fall bluefish.

My bait fishing expeditions are still not a matter of routine as it is with many surf fishermen in the fall, mainly because I find it, on many occasions, very monotonous when the fish turn out to be few and far between. On the other hand, I have also enjoyed many trips when, while waiting for the fish to discover my choice piece of mackerel, I have been afforded the opportunity to closely observe the surrounding environment, something everyone should strive to do. These trips have also presented me with a quiet and relaxing atmosphere to think out personal problems, or to just stand back and let the world go by without any thought or care regarding work or personal matters. As I stated earlier, though I would on most occasions rather catch fish by enticing them wtih a lure, bait fishing has proven to be the most consistent method for putting larger and sometimes greater quantities of fish on the beach at this time of the year.

In putting together a surf fishing bait outfit I decided to limit my rod and reel selection based upon the areas where I knew I would be doing most of my fishing: Jones Inlet and other select deep water locations. I decided to use the old standby surf reel, the Penn Squidder 140M with a Newell conversion. The reel has a fast 3⅓ to 1 retrieve with a capacity of approximately 400 yards of 20 lb. test line. Although there are other fine reels on the market such as the Ambassadeur models or Shimanos, the Squidder has been a very reliable reel for my limited application. The line I prefer to use is 30 lb. test Cortland Micron. This is a braided fiber line with a small diameter for its test and rating. It also has virtually no stretch which aids in setting the hook quickly with less chance of losing the fish. One disadvantage is that the line must be watched more closely than monofilament as it has a tendency to wear easier than its counterpart. The blank I chose to build was the 10' Lamiglass SB-121-5M. This blank is fairly stiff with a lot of backbone and will handle up to 6 oz. sinkers. Because of its shorter length and stiffness, it is best suited where extremely long casts are not required. The construction is fairly simple and with a few months remaining this winter before the season begins, it would be a good time to consider building your first bait rod or adding another one to your collection.

In selecting the blank, go through the supply of the SB-121-5M blanks until you find one that is not too much out of shape. In some tackle shops this might present a problem, but when you're laying out good money you have a right to get the best for your dollar and I'm sure most dealers will understand your desire to select the best blank available.

Next, purchase some cork tape to wrap the butt section, thus eliminating the need for a reel seat. The reel is attached to the rod by clamping it with the backup plate and the two screws that come with your Newell Conversion kit. The cork tape is one inch wide with an adhesive backing and will provide an excellent grip without the butt section becoming too large a diameter thereby making it uncomfortable to hold. The guides I prefer to use are the three-legged black Fuji aluminum oxide. The required sizes are 30, 25, 20, 16 and 12. Because of the large tip diameter of the blank it may be necessary to purchase a Mildrum tip instead of a Fuji, but whichever one you buy, be sure to fit it at the store and make certain to allow a little clearance for the glue.

The last two items you will need to purchase will be a rubber butt cap and the wrappiing thread. Use size A for the underwrap and Size D for the overwrap. I prefer to use the non-NCP threads which, when finished properly with several coats of color preserver and a final coat or two of crystal coat, tend to sparkle and look far better than the duller NCP-type thread. I feel the best finish coat for the wraps is crystal coat, a two-part, slow drying epoxy, which is available by mail order through Dale Clemens Custom Tackle, Inc., 44 Schantz Spring Road, Allentown, PA 18104. Now that you have purchased all the components it's time to begin assembling the rod.

Rather than discussing at length the basic procedures for rod building which have been described many times in previous issues of The Fisherman, I will limit myself to discussing a few points that I feel are important in building this particular rod.

The first step will be to locate the spline, which is the stiffer side of the blank. This is a relatively easy procedure. Start by holding the blank in the palm of your hand just below the tip, at about a 45 degree angle with the butt end resting on a smooth portion of the floor. With the other hand press down near the middle of the blank so that it bends just slightly, and begin rolling the blank back and forth. The spline is located where the blank jumps under your fingers. Remember to make a mark on the side with the spline. This is the side where you should locate the guides for this conventional type of rod, being directly on the spline for the added strength it affords.

The next step is to glue the tip in place on the spline side (five minute epoxy works very well for this) and then you can begin laying out the guide spacing. The spacing from center to center of the guide rings is 9½ inches from the tip for the first guide, then 10¼ inches, 13½, 16 and 19½ inches to the fifth guide. Mark these locations on the blank. When you see the three-legged guides you will note that the ring is slightly off-center of the legs. Make sure the center of the guide ring falls at these points. I located the center of my reel approximately 23½ inches from the butt end. However, this may need to be adjusted based on your height and how comfortable it is to cast the rod with the reel at this position. Once you have set the reel location, measure approximately 6 inches past the reel face and place a mark. Now apply the cork tape from the butt forward on a spiral to this location. Cut the tape squarely at each end and use one or two wraps of electrical tape to finish it off. Next, tape or rubber band the guides in place with the single leg facing toward the tip and then attach the reel at the location you have determined to be most comfortable. Run your line from the reel through the guides and tip and tie it to your workbench leg or some other immovable object and flex the rod as if

you were fighting a fish. If the line creates any sharp angles with the blank or goes below the blank, adjust the position of the guides (do not adjust the last or butt guide). The line should **not** touch the blank, and should be at tangents with the curve of the blank, but remember, at best this will be a compromise and perfect tangents will most likely never be achieved. Try to work the guides out to the best spacing you can, marking any new guide locations, then remove the reel and guides.

With a grinding wheel remove the blunt ends on the feet of the Fuji guides. This will allow the thread to smoothly climb the feet when applying the overwrap. Remember to dull and remove any sharp edges or burrs caused by the grinding wheel during this procedure. Next, measure the guides from the ring to the edge jof the front and rear legs. Add about 3/8 inches to each leg measurement for the underwarp of the #30 and #25 guides; 5/16 inches for 20, 16 and 12 guides. Transfer these measurements to the blank. Each side of the centers you previously marked and apply your underwrap. Remember to always use a lighter color underwrap than the overwrap color. Otherwise the underwrap will bleed through the top thread. Trim the wraps, burnish the threads and apply about 3 or more coats of color preserver to seal the thread. After the preserver has dried, position your guides at the centerlines you previously noted. Make certain the guides align, and wrap them with the overwrap, stopping about 1/4 inch past the end of the feet leaving a portion of the underwrap visible. You can now add butt and trim wraps as you desire to give the rod a personal touch. Realign the guides if necessary and again, trim the thread ends and burnish to smooth and flatten the thread and apply 3 or 4 more coats of color preserver. Let this dry for about 24 hours. Then apply the crystal coat according to the instructions on the bottle and remember to rotate the rod every 15 minutes or so to avoid any sag or build-up of the finish. Once the finish has dried for at least 24 hours, all that remains is to glue on the butt cap with epoxy and you're ready to fish. Remember not to apply too much tension to the threads when wrapping the rod as this could cause damage by excessive pressure on the side walls of the blank. You should be able to move the guides for any final alignments after applying the overwrap by just using a little force. Also, try to avoid applying the color preserver or epoxy finish during damp weather. This could cause a blushing effect on the threads.

Now that the rod is completed you will be able to not only enjoy the custom look you have given the rod with well deserved pride and satisfaction but you can also look forward to the great satisfaction you will experience when you land that first big blue or bass this fall on a rod that you designed and built yourself.

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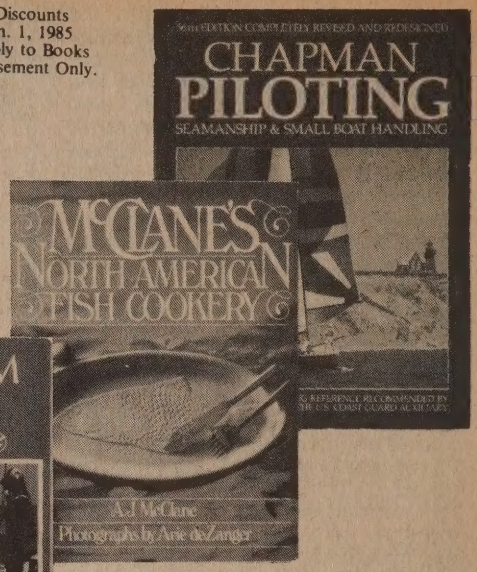

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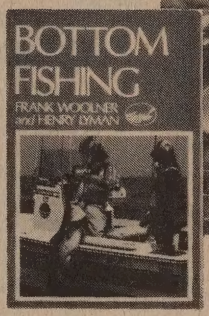

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by George Reiger

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The author took all of the guesswork out of rod building with the publication of this well organized and heavily illustrated text. It contains all you need to know about the selection and quality of components along with how to plan and assemble your own custom rod. Hundreds of step-by-step photographs help explain every conceivable aspect of building fiberglass rods, from the smallest ultralight to the heaviest big game outfit. Stoeger, 189 pages. $17.95

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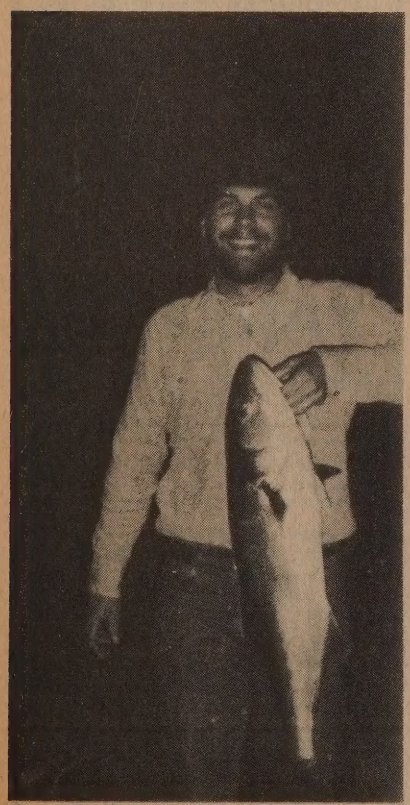
South Shore REPORT

with Fred Golofaro

With cabin fever reaching epidemic proportions and the fishing severely hampered by cold wind and ice, many local anglers have been setting their sights on alternative means of keeping preoccupied until the first flounder poke their heads out of the mud. The New York Sport Fishing Forum, held this past weekend at SUNY Farmingdale, sponsored by the New York Sport Fishing Federation and Atlantic Professional Boatmen's Association played to good crowds on Friday and Saturday. Friday's program concerned marine industries, while Saturday's agenda consisted of sport fishing techniques and technology. Special credit for making the Forum as successful as it was should go to Bob Buerger of New York's Sea Grant Extension program, as well as Bruce DeYoung, also of Sea Grant for their organizational efforts.

News was very lean on the fishing front with Joe Modica of **J&J Tackle**



Richard Brosan of Lindenhurst beached this 11½ lb. chopper while surfcasting from Fire Island Inlet's Sore Thumb. Subscriber photo.

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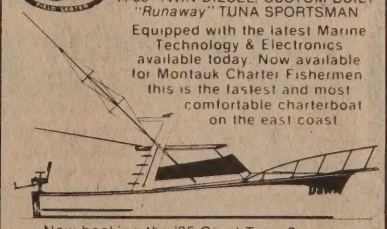

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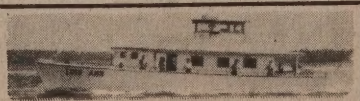

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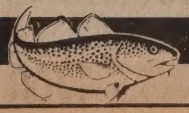

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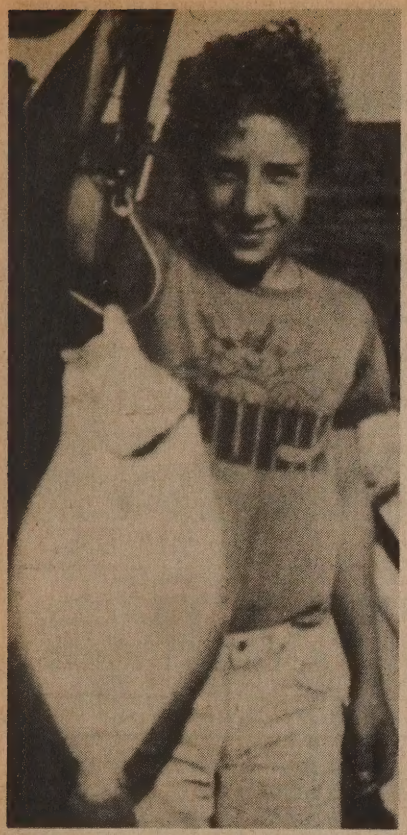

Mike Triessl used a strip of sea robin and smelt combo to take this 7½ lb. fluke from the waters of Rockaway Inlet. He was fishing aboard the Island Park based "Commodore" at the time.

in Patchogue lamenting the plateglass window blown out by Friday's gale force winds. As we spoke workmen were busy replacing the store's front glass. Store owner Paul Graniello got itchy enough to try some trout fishing in Tuthils Creek, but to no avail.

Over at **J&R Sport Center** in Oakdale, Al Colban told of looking over a three trout limit for 13-year-old Michael Schernis last week. Fishing the waters of Connetquot State Park produced a 2 lb. rainbow, a 1½ lb. brookie and a 1 lb. brown trout for the Islip Terrace youngster. No word on perch this week and most of the action in Bubbles Falls consisted of only small trout. A reminder from **J&R** that John "Rod" DiGiacomo is willing and available to share his rod building expertise with those looking to do their own custom rod building. Rod is one of the best at his craft and it's a good opportunity to develop your own skills. Give the shop a call if you're interested. The phone is 589-9749.

Captree's open boat fleet has been stymied by wind, ice and very few fares, but when the boats do sail cod are there to be caught. According to Captain George Tweedy of the open boat **Capt. Scotty III** the action did not match last week's scores. Monday and Thursday saw 30 and 45 cod come aboard. Wednesday witnessed shades

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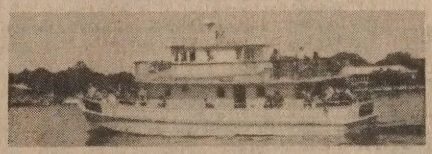

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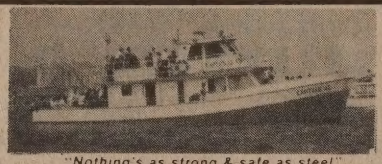
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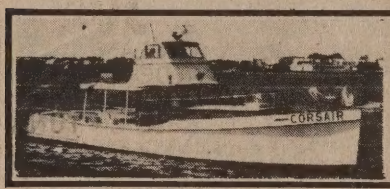

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of last week's action with an estimated 150 cod coming over the rail. Sunday's beautiful weather saw big crowds turn out but six inches of ices at the inlet forced the skipper to retreat back to the dock. George reminded, too, that the boat's special cod pool is now up to $1250. The fish continue to be mixed in size, reaching from 6 on up to the 30 lb. class with most of the activity still on wrecks.

Tom Healy of **Augie's Tackle Shop** in Babylon said that Monday morning's sunny skies and moderating temperatures encouraged a flurry of early morning business with a few guys headed out for white perch and several others intent on Captree cod boats. The recent warming trend has created some patches of open water and Tom looked for the ice to diminish considerably by mid-week with temperatures in the 40s and rain predicted. The tackle man was very enthused about the new Sabre rod lights which Augie's is now stocking. The first order disappeared in a matter of a couple of days, so Tom was in the process of reordering as we spoke. For those not familiar with these lights, they manufacture a 50 lb. class stand-up rod which is comparable a standard bluefish rod in weight but yet is capable of whipping a 300 lb. tuna. Tom noted, too, that newly arrived were 30 and 50 lb. class offshore reels from Shimano with 80 lb. class models due in by the spring. A reminder, too, that registration and the first class for the Babylon Tuna Club's fishing school is 7PM on Wednesday (Feb. 13) at the Babylon American Legion Hall. For late registration, contact Ralph Perrone at Augie's.

Seven-year-old Jeff Froh whipped this 14.4 lb. slammer blue on just 12 lb. test and a 2 oz. Ava jig while fishing with his dad, Bruce last fall.

Edelman's Tackle of Farmingdale reminded that they are setting up a full tournament schedule this season. Stop by the store for details or stay tuned to The Fisherman.

West End REPORT
with Stu Miller

Yes, it was a week of bitter low temperatures and screaming winds, but the local cod fleet out of Freeport still was able to sail various days throughout the week and weekend and tallied up some very respectable catches of cod.

WEST END BAYS/ JONE'S INLET

Aboard the **Captain Al** on Monday, 13 fares bailed over 100 cod. Staten Island angler Frank Noto had 9 cod to 30 lbs., five of which were in the 20 to 30 lb. range. Tony Muia of Brooklyn had 10 cod to 28 lbs., while Oceanside angler Ken Hestesek managed 12 cod to 25 lbs. Buddies Paul Zeluski, Pete

A spearing and squid combo proved the downfall of this 6 lb. fluke, taken in Jamaica Bay by Linda Roff. Subscriber photo.

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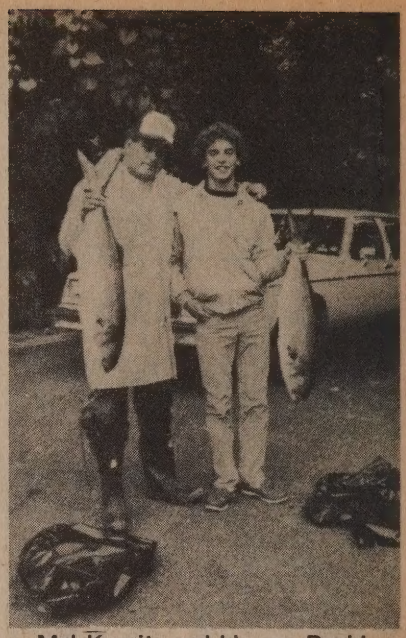

Mel Kravitz and his son David used mackerel chunks to take these blues of 16.5 and 14.8 lbs. from a Port Jeff beach last fall. Both fish were weighed at Caraftis Bait and Tackle in Port Jeff.

Vissio and Ed Syablewicz had 17 cod among them to 32 lbs. and took them all back home to College Point. Sunday's trip for 18 fares produced 203 cod, another notable catch. Ken Hestesek was back from Oceanside to capture another 24 cod to 20 lbs. Mike Dowhunyk of Brooklyn decked 16 cod to 20 lbs., while Artie Pagano of West Babylon was happy with 15 cod to 18 lbs. To top it off Joe Reish of East Meadow decked 13 cod to 17 lbs. Fish were mixed sizes which Al said is a very healthy sign for the fishery. Please see ad for latest sailing time changes.

We learn from Captain Richie Kessinger of the **Starstream II** that despite the severe winter weather, customers had some very good catches Thursday and Sunday. Thursday's high hook was 16 cod with the pool winner going in the upper 20s. Sunday saw over 80 cod caught but the pool fish just under 30 lbs. All fishing continues to be done on wrecks and was classified by the skipper as very good. Sunday's high hook was 21 cod for Junior Bento of Franklin Square. Larry McCall, a regular on the boat, who cuts fish at Capt. Ben's Fish Market, was happy enough with his six cod. Richie said the fish have been averaging 8 to 15 lbs. and the cod have been feeding on herring.

We received a call this Monday morning through the marine operator from Captain Jim Lanzarotta of the **Super Spray II.** The message was that in just one hour's fishing that morning 60 mixed cod were caught, which was a super start for the day. This was on one of the offshore

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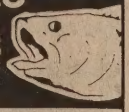

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wrecks also.

We have come across a small custom woodworking craftsman in the Freeport area who specializes in marine carpentry and feel we should pass this information on for our readers' benefit. This company is **Custom Marine Carpentry** and their telephone number is 516-623-1639. Their specialties are tackle lockers, instrument enclosures, consoles, bow pulpits, etc. The company also does interior and exterior boat repairs and restorations. You will not go far wrong giving these people a call, as we have seen their work and can attest to the care and attention given every job.

NEW YORK BIGHT

The Wee Willie report out of **Mike's Tackle** in Sheepshead Bay is of stupendous whiting catches, fish going up to 1½ lbs. but in great numbers. The boats trailing the whiting every day are **Pilot II, Helen II, Ranger** and the **Atomic.** Just doing it on weekends are the **Tampa** and **Dorothy B.** If you want to load up on whiting, now's the time.

Five-year-old James Newell caught this hefty 7.3 lb. fluke back in July aboard his dad's boat, Tiderunner. Subscriber photo.

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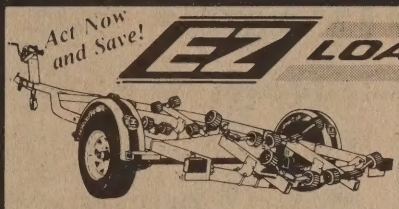

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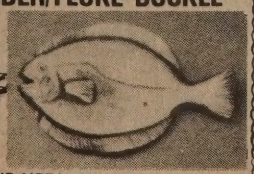

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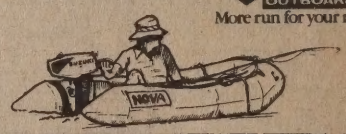

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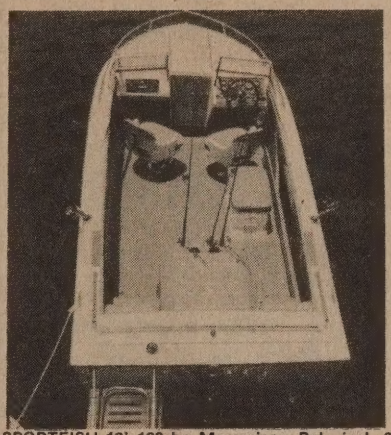

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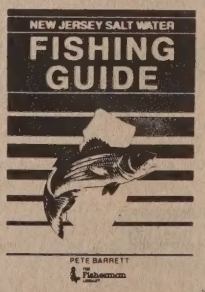

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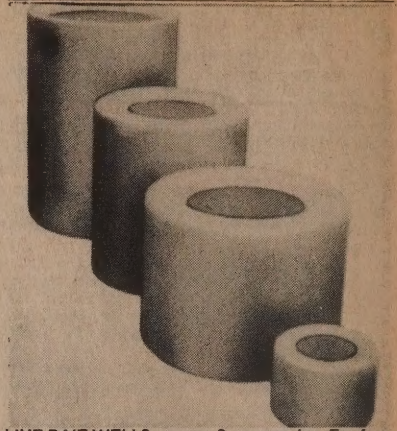

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DAY	SANDY HOOK AM	SANDY HOOK PM	BREAKWATER HARBOR AM	BREAKWATER HARBOR PM	NEW YORK AM	NEW YORK PM	NEW LONDON AM	NEW LONDON PM	WILLETS POINT AM	WILLETS POINT PM	BRIDGEPORT AM	BRIDGEPORT PM	NEWPORT AM	NEWPORT PM	DATE
THURS.	3:10	3:40	4:00	4:30	3:45	4:20	4:45	5:30	7:10	8:00	6:30	7:15	3:05	3:35	2/14
FRI.	4:15	4:50	5:10	5:40	4:50	5:25	5:50	6:35	8:20	9:00	7:35	8:15	4:05	4:35	2/15
SAT.	5:15	5:45	6:10	6:35	5:55	6:25	6:45	7:25	9:20	9:50	8:40	9:15	5:05	5:25	2/16
SUN.	6:10	6:35	7:05	7:25	6:45	7:10	7:40	8:10	10:10	10:40	9:30	10:00	5:55	6:15	2/17
MON.	6:50	7:15	7:50	8:10	7:30	7:55	8:25	8:50	11:00	11:20	10:20	10:45	6:40	7:00	2/18
TUES.	7:35	7:55	8:30	8:45	8:15	8:35	9:05	9:30	11:40	—	11:00	11:25	7:25	7:40	2/19
WED.	8:10	8:30	9:10	9:20	8:55	9:20	9:45	10:10	12:00	12:15	11:40	—	8:05	8:20	2/20
THURS.	8:50	9:05	9:40	9:55	9:30	9:55	10:20	10:45	12:35	12:50	12:00	12:20	8:45	9:00	2/21

On Sandy Hook

STATEN ISLAND	+0 27
ATLANTIC HIGHLANDS	–0 01
Red Bank, Navesink River	+1 48
Long Branch	–0 34
SHARK RIVER INLET	–0 18
Shark River Basin	+0 27
MANASQUAN INLET	–0 12
Seaside Park	–0 33
Mantoloking bridge	+5 34
TOMS RIVER	+4 37
Waretown	+2 33
BARNEGAT LIGHT	–0 20
Manahawkin Bridge	+2 33
Beach Haven	+1 47
LITTLE EGG INLET	–0 01
Seven Islands	+0 12
Graveling Point	+1 05
Mullica River	+1 55
Grassy Bay	+1 08
ABSECON INLET	+0 14
Atlantic City Pier	–0 26
Great Egg Harbor Inlet	+0 12
GREAT EGG HARBOR	+0 44
CORSON INLET	+0 09
TOWNSENDS INLET	+0 06
HEREFORD INLET	+0 02
Grassy Sound Bridge	+0 45
Cape May Harbor	–0 02
Rehobeth Beach	–0 07
INDIAN RIVER INLET	+0 41
SHINNECOCK INLET	–0 50
Shinnecock Bay	+1 25
East Quogue	+2 45
Shinnecock Canal	+1 18
Indian Reservation	+3 05
MORICHES INLET	–0 56
Smith's Point	+3 28
Hart's Cove	+1 30
Pontunk Point	+3 35
Mastic Beach	+3 28
FIRE ISLAND INLET	–0 38
Democrat Point	–0 38
Coast Guard Station	–0 19
Fire Island Light	+0 47
GREAT SOUTH BAY	
Sayville (Brown Creek)	+3 39
Heckscher State Park	+3 20
Bay Shore	+2 23
Babylon	+2 12
Amityville	+2 21
JONES INLET	–0 19
Zachs Bay	+1 25
Seaford Harbor	+2 05
Freeport Creek	+0 34
E. ROCKAWAY INLET	–0 06
Long Beach Bridge	+0 19
ROCKAWAY INLET	0 00
Beach Channel Bridge	+0 38
J.F.K. Airport	+0 26

On Bridgeport

Lloyd Point	+0 08
Cold Spring Harbor	+0 08
Bayville Bridge	+0 13
Eatons Neck Point	+0 03
Northport Bay	+0 03
Norwalk Islands	+0 10
Smithtown Bay	+0 08
Cranes Neck Point	+0 05
Port Jefferson Hbr. entrance	+0 03
New Haven Harbor	+0 08
Mount Sinai Harbor	+0 05
Herod Point	–0 07
Mattituck Inlet	+0 05
Horton Point	–0 20
Truman Beach	–0 42
Falkner Island	–0 13
Sachem Head	–0 10
Branford Harbor	–0 07
New Haven Harbor entrance	–0 08
Milford Harbor	–0 07
Stratford, Housatonic River	+0 27
Shelton, Housatonic River	+1 36
Black Rock Harbor entrance	–0 03
Saugatuck River entrance	–0 01
South Norwalk	+0 10
Greens Ledge	–0 01
Stamford	+0 04
Cos Cob Harbor	+0 06
Greenwich	+0 02

On New London

Orient	+0 36
Little Gull Is. (Race)	+0 12
Greenport	+1 04
Southold	+1 43
New Suffolk	+2 26
South Jamesport	+2 32
Shinnecock Canal	+2 33
Noyack Bay	+2 05
Sag Harbor	+0 59
Three Mi. Hbr., Gardiners Bay	+0 21
Promised Land, Napeague Bay	–0 14
Montauk Inlet	–0 25
Montauk Point, north side	–1 13
Niantic	+1 20
Stonington, Fishers Is. Sound	–0 33
Noank, Mystic River ent.	–0 23
THAMES RIVER	
Smith Cove entrance	–0 01
Norwich	+0 12
CONNECTICUT RIVER	
Saybrook Jetty	+1 10
Lyme, highway bridge	+1 24
Essex	+1 38
East Haddam	+2 41
Higganum Creek	+2 54

On Willets Point

Little Neck Bay	–0 10
Execution Light	–0 06
Manhasset Bay	–0 01
Hempstead Harbor	–0 11
City Island	–0 03
Rye Beach	–0 28
Port Chester	–0 09
Mamaroneck	–0 08
New Rochelle	–0 24
Davids Island	–0 02

On Breakwater Harbor

CAPE MAY POINT	–0 10
Miami Beach	+0 17
East Pt., Maurice River Cove	+0 53
Egg Island Point	+0 33
Cape Henlopen	–0 05
ROOSEVELT INLET	+0 09
Mispillion River entrance	+0 33

On New York

Jersey City	+0 07
George Washington Bridge	+0 46
Spuyten Duyvil, W/RR bridge	+0 58
Ossining	+1 53
Peekskill	+2 24
West Point	+3 16
Newburgh	+3 42

On Newport

Sakonnet	–1 10
Tiverton (between bridges)	+0 21
Beavertail Point	–0 02
Prudence Is., Sandy Point	+1 10
Bristol	+1 10
Warren	+0 21
Nayatt Point	+0 12
Pawtucket, Seekonk River	+0 21
East Greenwich	+0 16
Wickford	+0 12
Narragansett Pier	–0 08
Point Judith Hbr. of Refuge	–0 07
BLOCK ISLAND	
Great Salt Pond	+0 05
Block Island (Old Harbor)	–0 14
Watch Hill Point	+0 44

Sunrise/Sunset

DAY / DATE:	RISE:	SET:
THU. 2/14	6:57	5:32
FRI. 2/15	6:56	5:33
SAT. 2/16	6:54	5:34
SUN. 2/17	6:52	5:36
MON. 2/18	6:51	5:37
TUE. 2/19	6:50	5:38
WED. 2/20	6:49	5:39

Moonrise/Moonset

DAY / DATE:	RISE:	SET:
THU. 2/14	3:16AM	12:18PM
FRI. 2/15	4:20AM	1:13PM
SAT. 2/16	5:14AM	2:14PM
SUN. 2/17	5:59AM	3:19PM
MON. 2/18	6:36AM	4:25PM
TUE. 2/19	7:06AM	5:30PM
WED. 2/20	7:31AM	6:32PM

Moon Phases

NEW	1st Qtr.	FULL	Last Qtr.
1/21	1/29	2/5	2/12

The Original Knight SOLUNAR TABLES

The schedule of solunar periods below will help plan your day so that you will be fishing good areas during the time when the fish should be most active. The tables are not a guarantee you will catch fish, however.

The major periods begin at the time shown and last for 1½ to 2 hours thereafter, and are in the bold typeface. The minor periods are shorter in duration and the lighter typeface.

	AM Minor	AM Major	PM Minor	PM Major
Thurs.	12:25	**6:30**	12:40	**7:00**
Fri.	1:15	**7:25**	1:35	**7:55**
Sat.	2:10	**8:50**	2:30	**8:45**
Sun.	3:00	**9:10**	3:20	**9:35**
Mon.	3:50	**9:55**	4:05	**10:20**
Tues.	4:35	**10:40**	4:50	**11:00**
Wed.	5:15	**11:25**	5:35	**11:50**
Thurs.	6:05	—	6:30	**12:15**

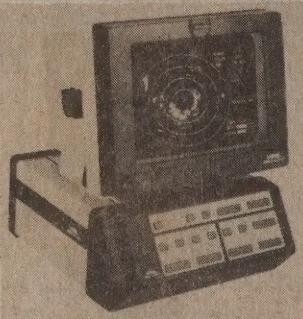
★ISLAND PARK★
Between Oceanside & Long Beach
4365 Austin Blvd.,
Island Park, N.Y. 11558
516-431-0399

★BABYLON★
(Montauk Highway)
260 E. Main St.,
Babylon, N.Y. 11702
516-422-3300

SHANE'S MARINE

L.I.'S BIGGEST BOATING - SUPPLY CENTERS

SPECTACULAR BOAT SHOW SALE ★ FEB. 16 - MARCH 2



Shane's Marine proudly presents

VIGIL RM RADAR

THE MOST EXCITING NEW TECHNOLOGICAL ADVANCEMENT IN MARINE NAVIGATION!

Come see working radar at our 50th ft. booth at the L.I. Boat Show

Raster Scan technology featuring the following:

- Seven ranges 1/4 of a mile to 16 miles inclusive
- 9" screen with lightweight components for flexible installation
- 4 levels of brightness — resulting in a clear constant picture readable in any kind of light
- Invisible sweep; rain & sea supression
- Target range and bearing readouts printed on the screen
- Guard zone with alarm mode monitor
- Remote control lightweight keyboard

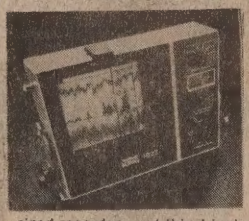
***Only* $2,195.00**

New For '85!

SITEX EZ-7 LORAN FOR UNDER $500.00

On display at the boat show only! The easiest and simplest operating Loran in the world. Fisherman can steer straight for the fish at a **Shane's** price that hugs the bottom! The EZ-7 guides fishermen to the spots they want to fish and back to the dock, slip, ramp or inlet channel by the most direct course. This not only cuts fuel consumption, but lets fishermen spend more time fishing and less time getting there & back.

SHANE'S MARINE NOW HAS SI-TEX FACTORY TRAINED PERSONNEL ON STAFF



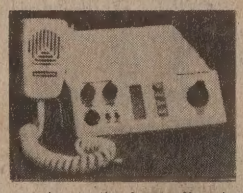
Amazing 50% Off KING 1022A CHART RECORDER With Digital Display

Can't make up your mind between a paper machine or a digital depth finder **Shane's Marine** has a high quality and highly affordable answer. King's 1022 Recorder is designed with all the quality features of full-sized recorders; yet this 4 inch unit weighs only 5 lbs. It has both printed and digital readouts. Six depth ranges to 600 ft. with a first range setting of 0-12 feet. Other outstanding features include: scale expansion, 3-tone printing, variable paper speed, bottom anywhere. Complete with 200KHz transom mount transducer.

List $599.00

Limited Quantities

***Boat Show Special* $299.95**



Better than 50% Off SEA HAWK 64

Unbeatable VHF Radio Value!

The Sea Hawk 64 is the ideal boating companion with all U.S.A. Channels. This 60 channel streamlined state-of-the-art VHF has 9 weather channels and instant access 16, 6, 22 and 68. A large bottom fired speaker with opening to the front offers improved audio clarity. Boasts maximum FCC allowable 25w output, LCD channel display and reversible front panel. All in a completely watertight case. Dimensions: 7¼"x9"x2"

List $429.95

***Boat Show Special* $189.95**

Uniden factory representative will be on hand at show to answer all your Sea Hawk questions.

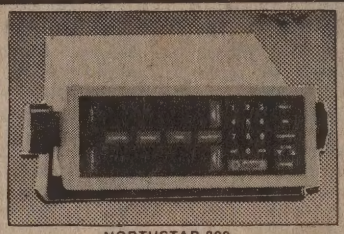
Steam's U.S.C.G. Approved Childrens Life Vests

at more than a 60% SAVINGS

Type II U.S. Coast Guard approved childrens life vest at an unbelievable **Shane's Marine** Boat Show Special

List $30.71

***Boat Show Sale* $9.95**



NORTHSTAR 800

NORTHSTAR 800X

SHANE'S MARINE AND NORTHSTAR LORAN HAVE TEAMED UP TO BRING YOU UNBEATABLE VALUES ON THE NORTHSTAR 800 AND NEW WATERPROOF 800X LORANS

Shane's Marine Leading the Fleet with the NORTHSTAR 800

The first affordable Loran-C navigator with famous Northstar quality and "Easy-to-use" operation. Just press a button, the "Northstar 800" puts a wealth of navigating information at your command. 100 way-point capability can be stored in up to 99 routes. Contains 6 pre-set notch filters. Operates on 12VDC. Complete with "Level II" coupler. Unit completely self contained. Follow the Northstar. It's never been easier or more affordable.

Boat Show Special List $2,395.00 **$1,595.00**

with Northstar $50.00 Factory Rebate

NEW WATERPROOF NORTHSTAR 800X

Ideal for Center Console, Flybridge and Cockpit Installations

The 800X incorporates the same electronic and navigating features as the amazing Northstar 800, with the added dimension of a *completely waterproof control head.*

The 800X waterproof control head is connected to the "black box" processor by a 10', 25' or 50' cable and can be mounted virtually anywhere on board. It can be *surface or flush mounted* in instrument panels or open cockpits.

Yolk mounted for center console and flybridge applications or overhead mounting where desired. Overall control head dimensions 5"H x 11"H x 2.6"D. Complete with 10' cable; 25' & 50' cables available. Inquire about mounting kits to complete installation.

Boat Show Special List $2,495. **$1,675.00**

with Northstar $50.00 factory participation with 10' cable and head

Shane's Now Stocks a Complete Line of

"PROPCO" ALUMINUM PROPELLERS

Replacement propellers for outboards and sterndrives; Propco props have been supplied for original equipment manufacturers.

Exceptionally competitively priced at mfg. list, i.e.: Replacement prop for Johnson, Evinrude 150-235 H.P. 1976-1984 or; OMC Sterndrive Model 800 1978-1984

Make	MODEL	List
OMC	391201	$105.50
MICHIGAN	PJ203C	$100.00
PROPCO	J2P1SP	$89.00 less 25%

***Show Special* $66.75**

WRITE, CALL OR SIGN UP AT THE BOAT SHOW TO RECEIVE OUR ALL NEW 1985 SHANE'S MARINE DISCOUNT CATALOG!